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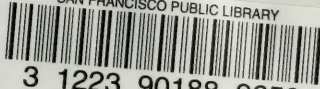
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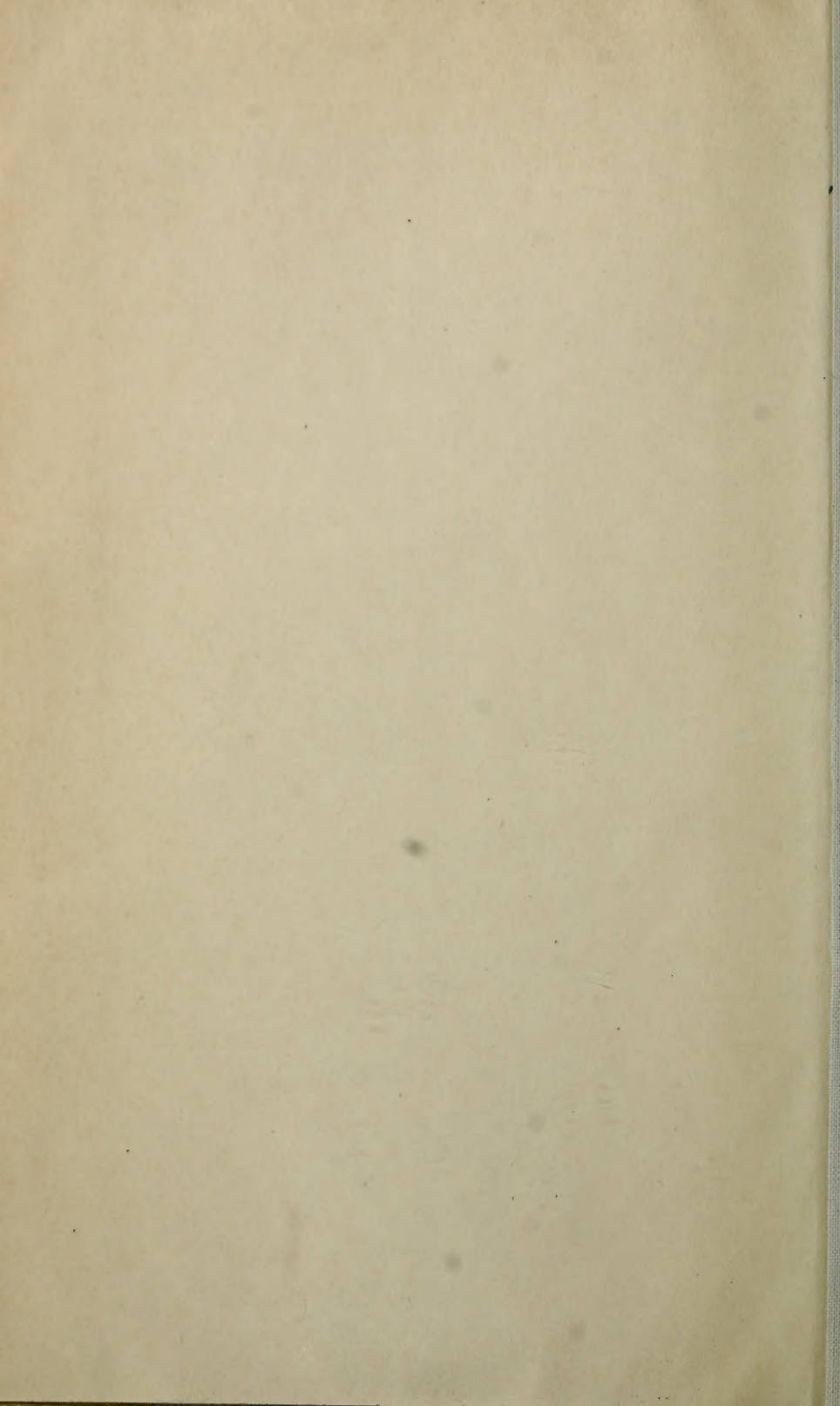
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APPENDIX TO THE JOURNALS

OF THE

SENATE AND ASSEMBLY

OF THE

TWENTY-EIGHTH SESSION

OF THE

LEGISLATURE OF THE STATE OF CALIFORNIA

Volume II.



SACRAMENTO:

STATE OFFICE, : : : J. D. YOUNG, SUPT. STATE PRINTING.

1889.

APPENDIX TO THE JOURNAL

SENATE AND ASSEMBLY

OF THE STATE OF CALIFORNIA

FOR THE YEAR 1880

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1880

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NINETEENTH ANNUAL REPORT

OF THE

INSURANCE COMMISSIONER

FOR THE

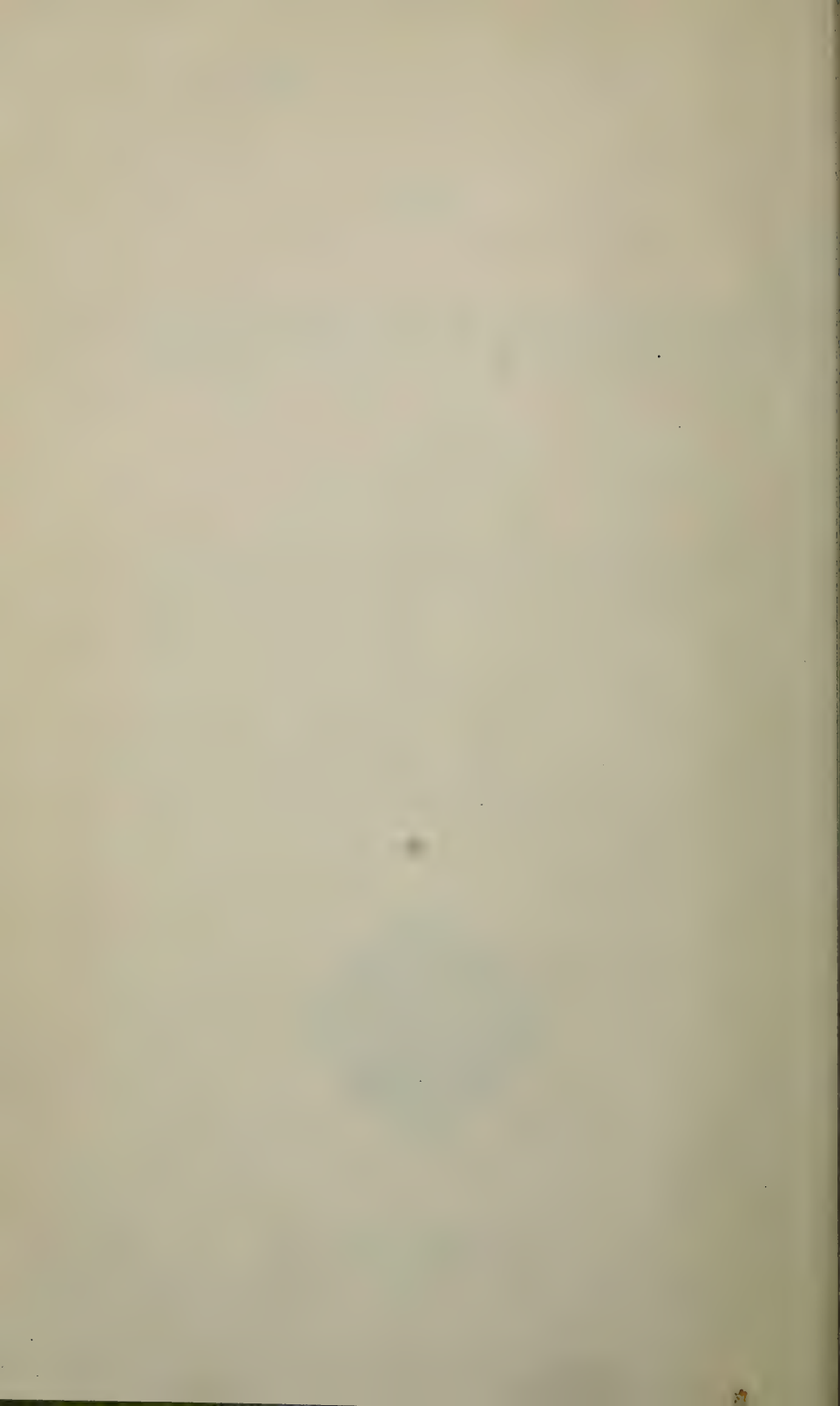
STATE OF CALIFORNIA.

YEAR ENDING DECEMBER 31, 1886.



SACRAMENTO:

STATE OFFICE : : : P. L. SHOAFF, SUPT. STATE PRINTING.
1887.



NINETEENTH ANNUAL REPORT

OF THE

CALIFORNIA INSURANCE COMMISSIONER.

OFFICE OF INSURANCE COMMISSIONER, }
SAN FRANCISCO, June 30, 1887. }

To the honorable WASHINGTON BARTLETT, Governor of California:

SIR: I herewith present the nineteenth annual report of this department, showing in detail the condition and business of the insurance companies doing business in this State, the receipts and expenditures of this office, and other matters concerning insurance, for the year ending the thirty-first day of December, 1886, as required by Section 595 of the Political Code.

Since the date of the last annual report, the following named companies have been admitted to transact business in this State:

Southern	New Orleans.
Magdeburg Fire	Magdeburg, Germany.
Franco-Hungarian	Buda-Pesth, Hungary.
Merchants' Mutual	Baltimore.

And the following named companies have discontinued doing business in this State:

Western Fire and Marine.....	San Francisco.
Allemanina	Pittsburgh.
Boatman's Fire and Marine.....	Pittsburgh.
Pennsylvania	Pittsburgh.
People's	Pittsburgh.
German Fire.....	Pittsburgh.

The past year has been more disastrous to the fire insurance companies, on business done in this State, than in any year since the creation of this department, in 1868.

The following table will show the average percentage of losses to premiums on fire risks for the past twelve years:

For the year 1875 it was	28.28
For the year 1876 it was	34.2
For the year 1877 it was	31
For the year 1878 it was	26.3
For the year 1879 it was	32.5
For the year 1880 it was	32.5
For the year 1881 it was	33.3
For the year 1882 it was	39.9
For the year 1883 it was	39.1
For the year 1884 it was	28.5
For the year 1885 it was	44.8
For the year 1886 it was	51.2

The average percentage of losses to premiums on marine risks for 1886, is 43.8.

No insurance companies were organized under our State laws in 1886, and one local company retired from business.

The business of 1886 was transacted by twelve companies organized under the laws of California, by eighty-seven companies organized in other States, and seventy-one in foreign countries; one hundred and seventy in all, classified as follows:

United States companies doing fire business only, in this State:

California companies	4
New York companies	19
Pennsylvania companies	8
Connecticut companies	7
Massachusetts companies	6
New Jersey companies	3
Louisiana companies	3
Illinois companies	2
Missouri companies	2
New Hampshire companies	1
Maryland companies	1
Ohio companies	1
Michigan companies	1
Wisconsin companies	1
Oregon companies	1
Total	60

United States companies doing fire and marine business only, in this State:

California companies	6
Rhode Island companies	1
Pennsylvania companies	1
Minnesota companies	1
Total	9

United States companies doing marine business only, in this State:

Massachusetts companies	1
Maryland companies	1
Total	2

United States companies—life companies:

California companies	1
New York companies	8
Connecticut companies	4
Massachusetts companies	1
Vermont companies	1
Maine companies	1
New Jersey companies	1
Pennsylvania companies	1
Ohio companies	1
Wisconsin companies	1
Total	20

Foreign companies doing fire business only, in this State:

Great Britain	24
Germany	6
Canada	2
Switzerland	1
Sweden	1
Total	34

Foreign companies doing fire and marine business only, in this State:

New Zealand.....	4
------------------	---

Foreign companies doing marine business only, in this State:

Great Britain.....	14
China.....	8
Germany.....	4
Switzerland.....	3
France.....	1
Hungary.....	1
Straits Settlement.....	1
Total.....	32

Miscellaneous companies:

Pacific Surety Company, California.....	1
American Surety Company, New York.....	1
Fidelity and Casualty Company, New York.....	1
Lloyd's Plate Glass Company, New York.....	2
Metropolitan Plate Glass Company, New York.....	
American Steam Boiler Company, New York.....	1
Hartford Steam Boiler Company, Connecticut.....	1
Life and Accident Company, Connecticut.....	1
Accident Insurance Company of North America, Canada.....	1
Total.....	9

BUSINESS IN THIS STATE FROM 1868 TO 1887.

From the year 1868 (the first year of the organization of the department) to 1871, both inclusive, the statistics of this office of all the business transacted, were so kept as to segregate only the *premiums* received from business done in this State alone. The entire amount of *risks* written are given as a whole, consequently the amount written in this State only, can not be given. The fire premiums were not segregated from the marine.

The following will show the premiums received during those years:

	Premiums: Fire and Marine.
1868.....	\$2,170,125 33
1869.....	2,627,518 06
1870.....	2,420,167 92
1871.....	2,839,703 38
	\$10,057,514 69

And for the following years, the amount of risks written and premiums received, each fire and marine, were for—

	FIRE.		MARINE.	
	Amount Written.	Premiums on same.	Amount Written.	Premiums on same.
1872	\$200,178,417 00	\$2,388,543 00	\$54,200,667 00	\$1,016,448 00
1873	181,545,576 00	2,926,632 00	56,823,418 00	1,170,965 00
1874	197,432,160 00	3,139,679 60	61,112,198 00	1,308,353 42
1875	221,653,672 00	3,493,381 39	71,464,714 00	1,524,967 23
1876	237,013,037 00	3,711,618 08	72,803,881 00	1,551,655 45
1877	266,893,278 00	3,933,920 62	79,813,667 00	1,556,125 17
1878	238,639,041 00	3,539,522 23	77,106,770 00	1,363,333 64
1879	228,964,660 00	3,433,004 15	75,314,921 00	1,309,879 21
1880	252,179,530 00	3,620,267 09	82,650,211 00	1,242,560 03
1881	261,342,913 00	3,812,436 49	103,739,038 00	1,689,209 91
1882	268,596,248 00	4,038,582 63	115,345,785 00	1,813,668 16
1883	278,872,257 00	4,191,820 96	115,275,933 00	1,587,350 16
1884	296,648,973 00	4,538,062 44	119,287,744 00	1,433,138 20
1885	282,301,595 00	4,540,883 00	103,094,139 00	1,395,993 67
1886	308,521,499 00	5,185,772 23	120,960,347 00	1,515,279 79
	\$3,713,781,356 00	\$56,494,125 91	\$1,308,993,431 00	\$21,488,927 04

Total amount of risks written 1872 to 1886, both inclusive, \$5,022,774,787.

Total amount of premiums 1868 to 1886, both inclusive, \$88,040,567 64.

The losses sustained in 1868, 1869, 1870, and 1871, were not reported.

The fire losses from 1872 to 1886, both inclusive, were..... \$19,436,783 72

The marine losses for the same time were..... 8,910,143 15

Total..... \$28,346,926 87

The following summary shows the fire and marine business transacted in this State during the year 1886, the details of which will be found in tables one to eight, inclusive. Tables nine and ten show the business of the life, accident, fidelity, steam boiler, and plate glass insurance companies for the same period:

FIRE INSURANCE.	
Amount written.....	\$308,521,499 00
Premiums on same	5,185,772 23
Losses paid	2,654,371 08
Ratio of losses to premiums.....	51.2
MARINE INSURANCE.	
Amount written.....	\$120,960,347 00
Premiums on same	1,515,279 79
Losses paid	676,325 30
Ratio of losses to premiums.....	43.8
TOTAL FIRE AND MARINE.	
Amount written.....	\$429,481,846 00
Premiums on same	6,731,052 02
Losses paid	3,530,696 38

Apportioned as follows:

TO COMPANIES OF THIS STATE—FIRE INSURANCE.	
Amount written.....	\$86,398,727 00
Premiums received.....	1,355,798 09
Losses paid.....	558,735 71

MARINE INSURANCE.

Amount written.....	\$27,520,034 00
Premiums on same.....	454,900 71
Losses paid.....	276,242 72

TO COMPANIES OF OTHER STATES—FIRE INSURANCE.

Amount written.....	\$98,475,104 00
Premiums on same.....	1,773,404 67
Losses paid.....	934,054 31

MARINE INSURANCE.

Amount written.....	\$3,160,470 00
Premiums on same.....	67,669 99
Losses paid.....	44,970 74

TO COMPANIES OF FOREIGN COUNTRIES—FIRE INSURANCE.

Amount written.....	\$123,647,668 00
Premiums on same.....	2,056,569 47
Losses paid.....	1,161,581 06

MARINE INSURANCE.

Amount written.....	\$90,279,843 00
Premiums on same.....	1,022,709 09
Losses paid.....	355,111 84

EXAMINATION OF COMPANIES.

I examined, as required by law, all the companies organized under our State laws, and found them in sound condition and well conducted as to their investments and the interest of all parties concerned. I also examined thoroughly the sworn statements of the companies of other States and foreign countries, made some few corrections to comply strictly with our laws, and found the companies solvent and satisfactory.

COST OF INSURANCE.

The cost of insurance, it seems to me, should be made more equitable than at present prevails. It is costly at the best, when taking into consideration the amount paid, "as for a quarter of a century it has cost the people of this country a hundred million of dollars and more to protect themselves by insurance against sixty million dollars loss of property by fire." The companies pay a large percentage of the premiums for business brought them by brokers, which they will not allow to the party making his application direct to the company. Business men who have large lines of insurance, and have not the time or inclination to attend to this part of their business, employ the broker to transact it, and the broker receives the commission for his services, which is proper and just. But when the poor man, with his little home built out of the savings of his daily earnings, and perhaps not wholly paid for, and to whom insurance is almost an absolute necessity, goes direct to the insurance company for a policy, it seems no more than just that the rebate of commission should be allowed him, instead of the entire amount of premium exacted, which is always the case and which he is obliged to pay.

INSURANCE LAWS.

Nearly if not all the States, except California, publish their insurance laws for information and distribution, and I am constantly applied to, both verbally and by letter, for copies of our laws, to which I can only reply that the State does not publish them. Our own people want them, and insurance companies from abroad wishing to enter this State for busi-

ness desire to know what our laws demand of them. The insurance departments of other States need them that they may know what amendments have been made and what laws are retaliatory, that they can act accordingly. As new laws have been enacted and sections of the Code materially amended, and in several instances are conflicting, I would respectfully recommend that proper legislation be had for a complete compilation of all the insurance laws, and that they be published in pamphlet form for the use of this department and distribution to parties interested. I would undertake this compilation if authorized to do so and the recommendation adopted.

ASSESSMENT COMPANIES.

The necessity for legislation regulating life and casualty insurance companies conducted upon the assessment or cooperative plan, in order that needed protection may be had for the policy or certificate holders therein, as well as for the honest companies doing business in this State, from the fraudulent companies now operating or that may hereafter operate here, is such that I cannot too earnestly call attention to it, and respectfully urge that you recommend to the next Legislature the enactment of a law that will bring all these companies under the jurisdiction of this department, excepting therefrom fraternal organizations that do not employ paid agents or solicitors, and conduct their business on the lodge system and *not for profit*, that the public may no longer be fleeced by the many associations that in the absence of any law regulating them boldly come here from other States, advertising their wares for sale, using high-sounding names, issuing their circulars and prospectuses, offering cheap rates of insurance for the purpose of beguiling the ignorant and unwary, upon the principle of "Walk into my parlor," said the spider to the fly."

Without a law governing this class of companies, the Insurance Commissioner is powerless to prevent dishonest practices, while a law subjecting them to the supervision of this department would weed out and banish from the State in a short time all the fraudulent companies, and give the honest companies and the people that protection to which they are entitled. Other classes of life and casualty companies are at all times subject to the inspection of this office, and required to make annual statements under oath of all details of their business, which are always open to inspection, thereby enabling any one to know their condition and form a correct opinion as to their solvency and ability to make good their obligations, while the assessment companies, not being amenable to any of the insurance laws, give the inquirer only such information as may best suit their purpose. Is it right or just that while one class of companies is obliged to make these annual reports and pay to the State the fees exacted of them, that another class of companies organized for precisely the same purpose should be totally exempt? I believe it to be manifestly unjust.

The fraudulent practices, and the evils arising therefrom, have reached to such an extent in the Eastern States, that with hardly an exception they have enacted measures subjecting these companies to the insurance laws of the State and the jurisdiction of the Insurance Department.

Being rooted out there, they look for new fields wherein they can continue their work, the most inviting of which is our fair State, in the absence of any law to prevent it. From reliable information I learn that a large number of these companies are now pursuing this business here.

In the State of New York, since April, 1883, ninety-six of this class of companies have ceased to exist; one hundred and forty-three in the State

of Ohio since the first day of January, 1882; and in the State of Michigan, out of one hundred and seventy-nine companies started since the beginning of the year 1870, one hundred and forty-seven were extinct in 1886. The Attorney-General of the State of Pennsylvania in the year 1882 issued quo warrantos against two hundred and seventeen companies and forced them out of business, thirty-seven of them having disbursed an average of less than \$100 per death claimant on policies averaging \$2,000. I cite these facts to show the extent of this business and the results.

The laws of the State of New Jersey do not permit assessment or coöperative companies of other States to transact business in that State. The State of Indiana requires them to file a bond of \$20,000, to be approved by the State Auditor, before commencing business. Canada requires a deposit of \$50,000, and her laws otherwise are very strict.

A committee was appointed in February, 1887, by the Legislature of Michigan to investigate and report upon the coöperative life insurance companies of that State. This committee visited the offices of eighteen companies, examined forty-three witnesses, and reported a bill which was passed by the Legislature. In their report of the testimony given by one of the agents of the People's Coöperative and Mutual Benefit Society of Battle Creek, the fact was developed that he procured the application of an old man for insurance in favor of his (the agent's) wife for two thousand dollars.

The insured man was not a relative of either the agent or his wife. He testified that his wife obtained the insurance for speculative purposes. The policy was afterwards assigned to the Medical Director of the company. The assessment notices on that policy were all sent to and paid by the agent. The old man died, and the amount due upon the policy, five hundred dollars, was paid by the company to the wife of the agent, who was a sister of the Secretary of the society.

The Secretary of this company testified that he has the power under the laws and rules of the society to cast the votes of all the absent members, thereby constituting himself the absolute proprietor of the company to all intents and purposes—"No record book is kept of their meetings, nor is there any record of annual meetings."

A member of this committee found that in the office of one of these associations three policies had been taken out on the life of his own mother at a time when she was dangerously ill, and that the applications were signed by relatives who were aware of her illness.

In their report they said: "Legislation of this character is demanded as a measure of self-protection to the honest advocates and honorable companies doing business upon the assessment plan. So long as it is possible for unscrupulous men without character or responsibility, with a few dollars in money, a few sheets of paper, and a reputable dupe to act as an advertising card in their literature, to organize an assessment life insurance company, so long will the State be preyed upon by these monsters in human form, whether under the guise of old people's life insurance companies, or whatever form the swindle may assume. Compel them to make good their promises, the bubble bursts, and the scheme vanishes like the baseless fabric of a vision."

At the last session of the Legislature I prepared and had introduced a bill bringing this class of business under the jurisdiction of this office, which had the support of the reputable assessment companies doing business in this State, but owing to the shortness of the session it was not reached on the files in time for its final passage. Many of the members

of both houses favored its passage, and expressed to me their regrets that it did not become a law.

No opposition, I imagine, would be shown to the enactment of a proper law, except it came from companies wrongfully managed, that would fear the publicity involved in its statements and the inspection of this department.

By the enactment of such a law much additional work would devolve upon the Insurance Commissioner, but, placed in position to watch over these interests, I cannot sit quiet and see people defrauded, and honest, well-managed companies suffer from the practices of dishonest companies.

If our Legislature enacts laws to protect the community in any one branch of insurance, they are equally and morally bound to protect them in all; and when the contract is to be fulfilled after death, for the benefit of the widow and orphan, what is there more sacred or binding upon our law-makers than that they should throw the same safeguards around this class of life insurance that they have for all others?

The advocates of assessment insurance assert that their plan is cheaper than that of the old line level premium companies, and point to the large accumulations held by those companies to prove that their rates are too costly. Whether this be the fact or not, or which plan is the best, it is not my province to discuss, but leave it to time to demonstrate. The assessment principle should have a fair trial, and if proven that its advocates have the best of the argument, it will lessen the cost of life insurance, and prove a boon to the community.

RECEIPTS AND EXPENDITURES.

The amount of money received for fees, taxes, etc., since the organization of the department, to January 1, 1887, is	\$237,833 90
The expenditures for the same time, including salaries, have been	144,340 67
Net revenue to the State	\$93,493 23

By our law taxes are collected from companies of other States, doing business in this State, that tax California companies, doing business in the corresponding State, the amount in excess of taxes levied on their own companies, and is simply a retaliatory law.

An Act of the Legislature of this State, approved March 3, 1885, required the payment by fire insurance companies, not organized under the laws of this State, a sum equal to one per cent upon the amount of all premiums received, or agreed to be paid in each year, for the benefit of the Fireman's Relief Fund of the cities and counties of the State. This one per cent had to be deducted from the taxes charged against the companies of such States as were retaliated against, which, in 1886, on the business of 1885, amounted to \$7,847 00, thereby decreasing the revenues that amount, which will account for the lessened receipts of that year.

This law is contested by the companies interested as being unconstitutional, and the case is now before the Supreme Court of the State, the lower Court having sustained its validity.

In receipting to the various companies for their taxes, I gave them a receipt for the amount paid, with the proviso that if the law was declared to be unconstitutional the uncollected amount should be paid this office, which was accepted.

If the law holds, the collections in 1887 from this source will be still further decreased, as in the collections of last year the one per cent was

deducted for ten months only, while in succeeding years it will be for the full year.

The total amount of collections would have been \$21,057 03 had not the tax for the Fireman's Relief Fund been deducted.

RECEIPTS—1886.

Received for fees and taxes	\$13,210 03
-----------------------------------	-------------

EXPENDITURES—1886.

Office salaries	\$4,599 99	
Office rent	456 00	
Janitor and Messenger	250 00	
Advertising	94 15	
Stationery	78 55	
Newspapers	23 30	
Fuel	21 00	
Incidentals, postage stamps, express charges, etc.	97 95	
		5,620 94
Balance in State Treasury		\$7,589 09

The amount of premiums received in 1886 by companies foreign to this State doing fire insurance business only was \$3,829,974 14, one per cent of which, \$38,299 74, will go to the Fireman's Relief Fund if the Supreme Court sustains the law.

In conclusion, I wish to express my acknowledgments to Mr. M. M. Rhorer, Deputy Commissioner, for his careful and attentive work, by which I am enabled to place this report before you in advance of former years.

All of which is respectfully submitted.

J. C. L. WADSWORTH,
Insurance Commissioner.

TABLE No. 1.

Showing the business of California Insurance Companies for the year 1886.—California business.

NAME.	Location.	FUND.			
		Risks Written.	Premiums on same.	Losses Paid.	Ratio of Losses to Premiums.
Anglo-Nevada	San Francisco	\$8,805,561 00	\$169,165 65	\$46,024 68	27.2
California	San Francisco	6,297,951 00	95,373 39	34,971 72	38.8
Commercial	San Francisco	4,500,365 00	74,018 33	26,967 72	36.5
Fireman's Fund	San Francisco	11,522,862 00	188,414 83	93,015 55	49.4
Home Mutual	San Francisco	13,029,792 00	225,571 64	75,188 44	33.3
Oakland Home	Oakland	7,136,247 00	113,306 51	43,344 01	38.2
Southern California	Los Angeles	5,678,036 00	103,220 68	68,380 86	66.3
State Investment	San Francisco	18,613,262 00	223,283 79	116,152 08	52.0
Sun	San Francisco	4,023,918 00	68,176 53	24,825 67	36.4
Union	San Francisco	6,760,733 00	95,236 74	27,824 98	29.2
Totals		\$86,398,727 00	\$1,355,798 09	\$538,735 71	41.2

TABLE No. 1—Continued.

NAME.	Location.	MARINE.			
		Marine and Inland.		Marine Time.	
		Risks Written.	Premiums on same.	Risks Written.	Premiums on same.
Anglo-Nevada	San Francisco	\$9,892,291 00	\$74,439 48	\$5,000 00	\$487 50
California	San Francisco	2,077,862 00	22,354 15	928,650 00	64,830 23
Commercial	San Francisco	469,978 00	4,804 44	222,550 00	18,973 45
Fireman's Fund	San Francisco	4,353,132 00	54,824 49	638,028 00	61,411 52
Home Mutual	San Francisco	-----	-----	-----	-----
Oakland Home	Oakland	-----	-----	-----	-----
Southern California	Los Angeles	-----	-----	-----	-----
State Investment	San Francisco	1,248,622 00	13,285 79	729,289 00	48,924 68
Sun	San Francisco	6,291,224 00	47,303 93	663,308 00	43,258 05
Union	San Francisco	-----	-----	-----	-----
Totals	-----	\$24,333,109 00	\$217,015 28	\$3,186,825 00	\$237,885 43
NAME.	Location.	MARINE.			
		Total Risks Written.	Total Premiums on same.	Losses Paid.	Ratio of Losses to Premiums.
		-----	-----	-----	-----
Anglo-Nevada	San Francisco	\$9,897,291 00	\$74,926 98	\$1,822 40	2.4
California	San Francisco	3,006,512 00	87,184 38	45,239 67	51.9
Commercial	San Francisco	692,528 00	23,777 89	24,319 09	102.3
Fireman's Fund	San Francisco	4,991,260 00	116,236 01	63,723 26	54.8
Home Mutual	San Francisco	-----	-----	-----	-----
Oakland Home	Oakland	-----	-----	-----	-----
Southern California	Los Angeles	-----	-----	-----	-----
State Investment	San Francisco	1,977,911 00	62,210 47	45,733 55	73.5
Sun	San Francisco	6,954,532 00	90,564 98	95,384 75	105.3
Union	San Francisco	-----	-----	-----	-----
Totals	-----	\$27,520,034 00	\$454,900 71	\$276,242 72	60.7

TABLE No. 2.

Showing the Amount and Description of Risks in Force December 31, 1886, of California Insurance Companies—California business.

NAME.	Location.	FIRE.		MARINE AND ISLAND.	
		Risks.	Premiums.	Risks.	Premiums.
Anglo-Nevada	San Francisco	\$7,339,141 00	\$107,494 95	\$1,085,000 00	\$35,776 58
California	San Francisco	8,515,989 00	125,433 59	294,775 00	6,050 24
Commercial	San Francisco	4,052,280 00	64,048 50	36,338 00	495 92
Fireman's Fund	San Francisco	13,481,737 00	211,236 18	326,297 00	7,803 22
Home Mutual	San Francisco	19,137,684 00	318,339 54	-----	-----
Oakland Home	Oakland	7,905,430 00	117,890 51	-----	-----
Southern California	Los Angeles	5,551,377 00	95,912 61	-----	-----
State Investment	San Francisco	10,546,455 00	180,330 04	-----	-----
Sun	San Francisco	5,245,493 00	83,632 61	82,917 00	1,315 97
Union	San Francisco	8,438,403 00	122,720 19	359,007 00	5,112 47
Totals	-----	\$90,213,992 00	\$1,427,688 72	\$2,784,374 00	\$56,724 40
NAME.	Location.	MARINE TIME.		TOTALS.	
		Risks.	Premiums.	Risks.	Premiums.
Anglo-Nevada	San Francisco	-----	-----	\$9,024,201 00	\$143,271 53
California	San Francisco	\$955,838 00	\$65,488 60	9,766,602 00	196,972 43
Commercial	San Francisco	172,900 00	15,233 25	4,261,518 00	80,547 67
Fireman's Fund	San Francisco	545,153 00	51,120 21	14,353,128 00	270,179 61
Home Mutual	San Francisco	-----	-----	19,137,684 00	318,339 54
Oakland Home	Oakland	-----	-----	7,905,430 00	117,890 51
Southern California	Los Angeles	-----	-----	5,551,377 00	95,912 61
State Investment	San Francisco	-----	-----	10,546,455 00	180,330 04
Sun	San Francisco	601,939 00	43,483 54	5,930,382 00	128,432 12
Union	San Francisco	608,185 00	38,164 67	9,405,595 00	165,997 33
Totals	-----	\$2,884,015 00	\$213,490 27	\$95,882,372 00	\$1,697,903 39

TABLE No. 3.

Showing the Fire business of Companies of other States, for the year 1886—California business.

NAME.	Location.	Amount Written.	Premiums on same.	Losses Paid.	Ratio of Losses to Premiums.
Ætna	Hartford	\$8,430,806 00	\$144,444 76	\$71,070 24	49.2
Agricultural	Watertown, N. Y.	2,785,749 00	33,507 46	16,163 90	48.2
Amazon	Cincinnati	860,106 00	21,212 36	14,081 44	66.4
American	Newark	1,539,845 00	27,485 11	15,829 78	57.6
American Central	St. Louis	2,557,836 00	42,395 21	21,025 34	49.5
American Fire	Philadelphia	1,817,562 00	43,455 19	29,713 12	68.0
Boylston Mutual	Boston	490,556 00	6,989 90	3,253 77	46.5
Citizens'	St. Louis	381,503 00	7,565 19	4,463 08	58.9
Citizens'	New York	1,301,165 00	16,638 54	5,137 40	30.9
Clinton Fire	New York	1,118,375 00	22,366 50	9,379 00	41.5
Concordia Fire	Milwaukee	679,179 00	16,279 50	9,712 00	59.6
Connecticut Fire	Hartford	3,575,060 00	62,273 38	48,126 49	77.3
Continental	New York	2,462,319 00	41,657 36	20,684 54	49.7
Eliot	Boston	393,734 00	8,021 82	4,054 13	50.4
Farragut Fire	New York	29,219 00	674 36	2,500 00	370.2
Fire Association of Philadelphia	Philadelphia	1,355,171 00	23,199 97	12,932 15	55.7
Firemen's	Baltimore	584,443 00	12,634 84	5,701 55	45.1
Franklin Fire	Newark	1,320,478 00	27,929 17	14,984 84	53.7
German	Philadelphia	964,611 00	14,688 77	5,019 70	34.2
German-American	Freeport, Illinois	1,615,317 00	32,712 50	16,720 00	51.1
German Fire	New York	3,707,503 00	69,884 60	30,418 39	43.5
Germania Fire	New York	1,336,224 00	3,405 62	6,640 00	194.1
Girard	Pittsburgh	555,622 00	24,930 05	7,776 00	31.2
Glen's Falls	Philadelphia	1,847,693 00	9,045 66	2,700 98	29.9
Hanover Fire	Glen's Falls, N. Y.	2,002,329 00	26,473 11	10,511 00	39.7
Hartford	New York	9,209,834 00	33,275 99	10,274 81	30.9
Home	Hartford	4,749,044 00	135,550 84	40,929 84	30.2
Howard	New York	2,264,714 00	73,512 95	38,329 30	52.1
Insurance Company of North America	New York	3,716,975 00	49,053 50	15,957 00	32.5
Insurance Company of the State of Pennsylvania	Philadelphia	429,394 00	63,166 75	28,946 09	45.9
Merchants'	Philadelphia	875,423 00	8,258 67	8,447 69	103.2
Merchants'	Newark	494,651 00	16,496 70	9,836 00	59.6
Michigan Fire and Marine	New York	209,952 00	9,135 62	6,312 00	69.1
National Fire	Detroit	607,831 00	4,982 51	2,497 40	50.1
National Fire	New York	1,115,325 00	12,401 28	10,237 44	82.6
National Fire	Hartford	1,115,325 00	26,240 33	6,755 89	25.7

TABLE No. 3—Continued.

NAME.	Location.	Amount Written.	Premiums on same.	Losses Paid.	Ratio of Losses to Premiums.
New Hampshire Fire	Manchester, N. H.	\$183,820 00	\$3,742 50	\$12,413 23	332.5
Niagara Fire	New York	1,767,862 00	27,095 20	14,338 00	53.2
North American	Boston	393,734 00	8,021 82	4,034 13	50.4
Oregon Fire and Marine	Portland	576,734 00	9,916 97	6,871 70	69.3
Orient	Hartford	1,312,534 00	28,772 96	17,801 82	62.2
Pacific Fire	New York	1,226,117 00	23,670 44	17,883 64	75.5
Pennsylvania Fire	Philadelphia	1,588,236 00	34,155 02	23,993 00	70.2
Phoenix	Brooklyn	6,478,711 00	168,005 81	88,846 28	52.7
Prescott	Hartford	4,596,742 00	71,835 05	38,359 30	53.3
Providence-Washington	Boston	393,734 00	8,021 82	4,034 13	50.4
Saint Paul	Providence, R. I.	949,347 00	17,085 17	14,762 67	86.4
Security	St. Paul, Minnesota	849,410 00	17,056 34	9,563 19	56.1
Southern	New Haven	517,274 00	13,059 73	12,033 52	92.1
Springfield Fire and Marine	New Orleans	30,030 00	592 93	None.	
Stn Mutual	Springfield, Massachusetts	3,177,647 00	59,448 15	25,211 00	42.4
Teutonia	New Orleans	361,864 00	9,639 98	6,854 96	71.1
Traders'	New Orleans	78,000 00	2,177 92	3,519 00	161.6
Union	Chicago	1,031,810 00	15,907 64	16,828 17	105.8
United States Fire	Philadelphia	556,775 00	10,035 50	4,381 00	45.6
Washington Fire and Marine	New York	42,738 00	355 30	None.	
Westchester Fire	Boston	1,540,046 00	32,596 19	24,044 58	73.8
Williamsburg City Fire	New York	1,227,676 00	22,973 90	13,283 50	57.8
Totals	Brooklyn	873,837 00	15,919 86	7,320 99	47.2
		\$98,475,104 00	\$1,773,404 67	\$934,054 31	52.6

TABLE No. 4.

Showing the Fire Risks in Force in California on December 31, 1886—Companies of other States.

NAME.	Location.	Risks.	Premiums.
Etna	Hartford	\$9,737,061 00	\$164,068 38
Agricultural	Watertown, N. Y.	5,093,701 00	66,264 89
Amazon	Cincinnati	931,092 00	22,182 13
American	Newark	1,611,012 00	24,405 74
American Central	St. Louis	3,021,535 00	52,842 26
American Fire	Philadelphia	1,702,260 00	42,104 63
Boylston Mutual	Boston	416,923 00	6,603 45
Citizens'	St. Louis	471,820 00	9,346 56
Citizens'	New York	1,513,124 00	21,616 37
Clinton Fire	New York	974,575 00	19,270 50
Concordia Fire	Milwaukee	601,364 00	14,550 70
Connecticut Fire	Hartford	4,124,976 00	71,102 24
Continental	New York	2,711,608 00	45,805 04
Eliot	Boston	329,705 00	6,559 47
Farragut Fire	New York	50,294 00	1,008 56
Fire Association of Philadelphia	Philadelphia	1,804,365 00	28,740 23
Firemen's	Baltimore	625,126 00	13,442 47
Firemen's	Newark	1,244,309 00	27,243 67
Franklin Fire	Philadelphia	856,332 00	13,578 73
German	Freeport, Ill.	1,479,416 00	29,785 60
German-American	New York	4,328,892 00	72,440 55
German Fire	Pittsburgh	84,093 00	2,156 60
Germania Fire	New York	1,995,395 00	30,164 05
Girard	Philadelphia	808,254 00	12,570 37
Glen's Falls	Glen's Falls, N. Y.	1,725,431 00	24,762 80
Hanover Fire	New York	3,026,248 00	43,232 76
Hartford	Hartford	9,649,540 00	153,556 81
Home	New York	6,553,644 00	110,889 08
Howard	New York	2,012,422 00	44,762 60
Insurance Company of North America	Philadelphia	4,198,463 00	69,115 99
Insurance Co. of the State of Penn.	Philadelphia	328,590 00	7,228 15
Merchants'	Newark	800,321 00	14,720 50
Merchants'	New York	457,541 00	8,750 50
Michigan Fire and Marine	Detroit	183,113 00	4,233 86
National Fire	New York	671,108 00	12,754 35
National Fire	Hartford	1,535,789 00	27,401 99
New Hampshire Fire	Manchester, N. H.	254,950 00	4,832 20
Niagara Fire	New York	1,322,068 00	26,725 15
North American	Boston	329,705 00	6,559 47
Oregon Fire and Marine	Portland	534,755 00	9,205 70
Orient	Hartford	1,132,938 00	26,049 47
Pacific Fire	New York	1,289,132 00	24,012 43
Pennsylvania Fire	Philadelphia	1,501,955 00	33,600 92
Phenix	Brooklyn	14,174,680 00	449,554 64
Phoenix	Hartford	6,423,889 00	108,937 43
Prescott	Boston	329,705 00	6,559 47
Providence-Washington	Providence, R. I.	975,654 00	16,678 99
Saint Paul	St. Paul, Minn.	1,051,007 00	20,114 29
Security	New Haven	431,343 00	11,656 76
Southern	New Orleans	30,050 00	592 93
Springfield Fire and Marine	Springfield, Mass.	2,951,509 00	53,762 70
Sun Mutual	New Orleans	348,589 00	9,489 63
Teutonia	New Orleans	44,100 00	1,814 52
Traders'	Chicago	934,290 00	14,377 20
Union	Philadelphia	468,681 00	9,172 60
United States Fire	New York	81,960 00	1,043 70
Washington Fire and Marine	Boston	1,340,283 00	29,825 16
Westchester Fire	New York	1,227,676 00	22,973 90
Williamsburg City Fire	Brooklyn	636,720 00	11,956 82
Totals .....	.....	\$115,475,081 00	\$2,218,758 66

TABLE No. 5.

Showing the Fire business of Companies of Foreign Countries for the year 1886—California business.

NAME.	Location.	Amount Written.	Premiums on same.	Losses Paid.	Ratio of Losses to Premiums.
Atlas	London	\$1,900,139 00	\$9,014 45	\$22,264 96	73.7
British America	Toronto	1,019,220 00	19,529 70	19,189 46	98.3
Caledonian	Edinburgh	2,398,551 00	46,311 81	29,392 78	63.4
City of London Fire	London	2,418,251 00	40,528 70	34,044 22	83.0
Commercial Union	London	9,570,313 00	170,952 12	73,998 70	43.3
Fire Insurance Association	London	3,141,447 00	85,627 50	55,275 00	64.5
Guardian	London	5,794,676 00	85,800 94	35,943 99	41.9
Hamburg-Bremen	Hamburg	5,986,637 00	83,408 16	37,790 48	45.3
Hamburg-Magdeburg	Hamburg	2,823,061 00	45,293 70	7,592 60	17.2
Helvetia Swiss Fire	St. Gall, Switzerland	3,390,343 00	54,212 05	23,651 95	43.6
Imperial	London	2,722,641 00	41,622 88	15,983 94	38.4
Lancashire	Manchester	2,587,822 00	37,900 45	23,274 88	61.3
Lion Fire	London	3,378,195 00	65,067 71	44,851 32	68.9
Liverpool and London and Globe	Liverpool	16,790,712 00	224,428 28	127,910 29	57.0
London	London	2,345,122 00	39,258 07	20,005 68	50.9
London and Lancashire	Liverpool	4,808,097 00	86,537 78	35,129 51	40.6
London and Provincial Fire	London	1,419,041 00	21,911 00	11,414 98	52.0
Magdeburg Fire	Magdeburg	282,870 00	4,700 00	None.	
Manchester Fire	Manchester	2,990,609 00	57,685 19	33,253 91	57.6
National	Dublin	1,774,122 00	31,480 77	21,392 89	67.9
National Fire and Marine	Dunedin, New Zealand	1,639,439 00	28,014 88	30,417 22	108.2
New Zealand	Auckland	4,703,364 00	70,830 44	43,813 59	61.8
North British and Mercantile	London	5,472,405 00	94,385 75	40,807 06	43.2
North German Fire	Hamburg	4,256,093 00	73,362 15	36,635 10	49.9
Northern	London	2,345,122 00	39,258 07	20,005 68	50.9
Norwich Union	Norwich, England	2,587,822 00	37,930 45	23,274 88	61.3
Phoenix	London	3,679,994 00	63,486 30	39,856 24	62.8
Prussian National	Stettin	2,073,840 00	39,707 76	20,748 00	52.2
Queen	Liverpool	2,345,122 00	39,258 07	20,005 68	50.9
Royal	Liverpool	2,587,821 00	37,930 45	23,274 87	61.3
Scottish Union and National	Edinburgh	3,626,229 00	55,882 73	27,619 05	49.4
South British Fire and Marine	Auckland	1,639,440 00	28,014 88	30,417 23	108.2
Sun Fire Office	London	2,219,147 00	31,579 03	10,476 98	33.2

Svea	1,029,447 00	30,844 65	47,945 90	155.5
Transatlantic Fire	2,071,502 00	35,863 43	21,991 83	61.3
Union Fire and Marine	1,792,855 00	32,368 04	27,431 83	84.8
United Fire	851,400 00	19,450 08	9,767 88	56.2
Western	1,364,783 00	26,920 45	14,350 50	53.3
Totals	\$123,647,668 00	\$2,056,569 47	\$1,161,581 06	56.5

TABLE NO. 6.

Showing Fire Risks in Force on December 31, 1886—Companies of Foreign Countries—California business.

NAME.	Location.	Risks.	Premiums.
Atlas	London	\$1,695,758 00	\$27,688 60
British America	Toronto	1,209,761 00	22,573 31
Caledonian	Edinburgh	2,450,541 00	43,312 58
City of London Fire	London	2,418,251 00	40,528 70
Commercial Union	London	8,093,957 00	145,309 31
Fire Insurance Association	London	2,881,703 00	79,627 60
Guardian	London	7,682,175 00	112,496 42
Hamburg-Bremen	Hamburg	5,025,816 00	83,226 86
Hamburg-Magdeburg	Hamburg	3,743,553 00	56,262 95
Helvetia Swiss Fire	St. Gall, Switzerland	3,911,145 00	60,978 16
Imperial	London	3,152,883 00	43,582 62
Lancashire	Manchester	3,247,130 00	48,856 65
Lion Fire	London	2,937,402 00	58,776 42
Liverpool and London and Globe	Liverpool	19,923,525 00	287,139 28
London	London	3,087,565 00	47,776 27
London and Lancashire	Liverpool	5,533,659 00	85,662 89
London and Provincial Fire	London	1,675,026 00	25,159 26
Magdeburg Fire	Magdeburg	277,870 00	4,687 10
Manchester Fire	Manchester	3,239,714 00	55,198 01
National	Dublin	2,890,319 00	45,820 23
National Fire and Marine	Dunedin, N. Z.	2,101,794 00	36,363 05
New Zealand	Auckland	5,633,270 00	83,075 50
North British and Mercantile	London	6,885,460 00	108,783 33
North German Fire	Hamburg	5,118,544 00	85,887 45
Northern	London	3,087,565 00	47,776 27
Norwich Union	Norwich, England	3,247,130 00	48,856 65
Phoenix	London	4,724,926 00	77,782 53
Prussian National	Stettin	2,751,667 00	46,304 76
Queen	Liverpool	3,087,565 00	47,776 27
Royal	Liverpool	3,247,130 00	48,856 65
Scottish Union and National	Edinburgh	3,774,979 00	59,754 36
South British Fire and Marine	Auckland	2,101,794 00	36,363 05
Sun Fire Office	London	2,121,099 00	31,177 81
Svea	Gothenburg, Sweden	1,142,462 00	31,707 40
Transatlantic Fire	Hamburg	2,621,663 00	50,529 47
Union Fire and Marine	Christchurch, N. Z.	2,132,085 00	37,343 31
United Fire	Manchester	923,683 00	20,748 15
Western	Toronto	1,586,150 00	30,237 00
Totals .....	.....	\$141,366,719 00	\$2,313,986 23

TABLE NO. 7.

Showing the business of Marine Companies for the year 1886—California business.

NAME.	Location.	Amount Written.	Premiums on same.	Losses Paid.	Ratio of Losses to Premiums.
Alliance Marine.	London	\$488,877 00	\$3,900 72	\$628 96	15.8
Batise.	Basle, Switzerland	1,112,387 00	18,668 94	7,130 51	38.2
British and Foreign Marine.	Liverpool	6,374,128 00	84,817 14	59,535 00	70.2
Boston Marine.	Boston	243,673 00	11,531 15	2,316 24	20.1
Canton.	Hong Kong	3,971,767 00	38,489 63	21,369 28	55.5
China Traders.	Hong Kong	2,118,448 00	10,092 66	None.	---
Chinese.	Hong Kong	2,287,111 00	21,882 02	1,432 01	6.5
Commercial Union.	London	4,710,865 00	50,585 01	9,028 69	17.8
Danube.	Vienna	41,522 00	195 00	None.	---
Fonciere.	Paris	2,206,803 00	23,474 04	876 88	3.8
Franco-Hungarian.	Buda-Pesth.	17,000 00	307 05	None.	---
Globe Marine.	London	281,212 00	3,563 02	None.	---
Helvetia Marine.	St. Gall, Switzerland	1,112,388 00	18,668 94	7,130 52	38.2
Insurance Company of North America.	Philadelphia	1,735,328 00	30,938 89	19,673 21	63.6
International Marine.	Liverpool	120,812 00	1,688 51	99 87	5.9
London.	London	488,877 00	3,990 72	628 96	15.8
London and Provincial Marine.	London	633,334 00	5,764 50	None.	---
Magdeburg General.	Magdeburg	2,489,175 00	30,508 30	9,061 45	29.1
Mannheim.	Mannheim	1,117,743 00	2,973 72	3,872 00	130.2
Man On.	Hong Kong	2,034,308 00	14,165 27	1,150 20	8.2
Maritime.	Liverpool	542,070 00	7,055 83	35 00	.5
Merchants' Mutual.	Baltimore	147,306 00	2,119 70	None.	---
National Fire and Marine.	Dunedin, New Zealand	554,986 00	21,938 34	26,088 56	118.6
National Marine.	London	228,094 00	1,406 05	109 25	7.7
New Zealand.	Auckland	4,006,548 00	40,911 72	24,766 80	60.5
North China.	Shanghai	10,889,940 00	51,243 54	11,259 16	21.9
On Tai.	Hong Kong	2,035,793 00	11,164 50	1,757 10	15.7
Providence-Washington.	Providence, Rhode Island	969,908 00	22,156 23	22,890 50	103.3
Reliance Marine.	Liverpool	401,868 00	6,693 98	2,986 00	44.6
Saint Paul.	St. Paul, Minnesota	64,255 00	924 02	90 79	9.1
Sea.	Liverpool	677,611 00	10,274 00	565 00	5.5
South British Fire and Marine.	Auckland	554,986 00	21,988 34	26,088 56	118.6
Standard Marine.	Liverpool	1,101,286 00	11,232 43	3,153 08	28.0
Strats.	Singapore	1,721,021 00	18,379 00	19,093 24	103.9
Switzerland Marine.	Zurich, Switzerland	1,112,388 00	18,668 94	7,130 52	38.2
Thames and Mersey.	Liverpool	17,238,383 00	248,266 00	29,389 00	11.8

TABLE No. 7—Continued.

NAME.	Location.	Amount Written.	Premiums on same.	Losses Paid.	Ratio of Losses to Premiums.
The Marine.....	London.....	\$3,577,174 00	\$72,122 08	\$31,474 00	43.6
Transatlantic Marine.....	Berlin.....	6,345,471 00	47,400 89	11,001 85	23.3
Union Fire and Marine.....	Christchurch, New Zealand.....	980,330 00	42,729 74	23,006 24	55.5
Union Insurance Society.....	Hong Kong.....	3,139,849 00	28,031 75	12,423 06	43.4
Union Marine.....	Liverpool.....	662,070 00	7,205 83	30 00	.4
Universal Marine.....	London.....	924,185 00	3,737 94	None.	.....
Yangtze.....	Shanghai.....	1,949,043 00	17,776 40	2,000 49	11.6
Totals.....	.....	\$93,440,313 00	\$1,090,379 08	\$400,082 58	36.7

TABLE NO. 8.

Showing Marine Risks in Force, of Foreign Companies, on December 31, 1886—California business.

NAME.	Location.	Risks.	Premiums.
Alliance Marine	London	\$25,162 00	\$395 92
Baloise	Basle, Switzerland	65,307 00	891 38
British and Foreign Marine	Liverpool	1,951,901 00	28,412 94
Boston Marine	Boston	146,015 00	8,522 17
Canton	Hong Kong	647,109 00	14,096 90
China Traders'	Hong Kong	296,519 00	1,245 09
Chinese	Hong Kong	426,379 00	6,113 92
Commercial Union	London	758,864 00	10,268 27
Danube	Vienna	None	
Fonciere	Paris	365,031 00	6,392 30
Franco-Hungarian	Buda-Pesth	17,000 00	307 05
Globe Marine	London	130,225 00	1,884 39
Helvetia Marine	St. Gall, Switzerland	65,308 00	891 38
Insurance Company of North America	Philadelphia	279,891 00	14,080 26
International Marine	Liverpool	36,179 00	558 00
London	London	25,162 00	395 92
London and Provincial Marine	London	122,354 00	2,604 80
Magdeburg General	Magdeburg	271,752 00	6,540 45
Mannheim	Mannheim	9,800 00	169 43
Man On	Hong Kong	203,649 00	1,465 15
Maritime	Liverpool	103,651 00	1,132 83
Merchants' Mutual	Baltimore	53,096 00	991 75
National Fire and Marine	Dunedin, N. Z.	215,497 00	17,448 81
National Marine	London	49,570 00	395 25
New Zealand	Auckland	370,942 00	11,076 23
North China	Shanghai	600,000 00	4,000 00
On Tai	Hong Kong	244,285 00	1,387 78
Providence-Washington	Providence, R. I.	223,511 00	12,136 58
Reliance Marine	Liverpool	155,045 00	3,064 66
Saint Paul	St. Paul, Minnesota	6,300 00	163 75
Sea	Liverpool	119,952 00	2,602 00
South British Fire and Marine	Auckland	215,497 00	17,448 81
Standard Marine	Liverpool	83,406 00	1,333 54
Straits	Singapore	86,010 00	1,649 66
Switzerland Marine	Zurich	65,308 00	891 39
Thames and Mersey	Liverpool	5,720,623 00	87,452 00
The Marine	London	1,698,169 00	34,809 68
Transatlantic Marine	Berlin	187,202 00	2,703 66
Union Fire and Marine	Christchurch	596,859 00	31,655 78
Union Insurance Society	Hong Kong	612,016 00	7,871 88
Union Marine	Liverpool	223,651 00	1,282 83
Universal Marine	London	80,535 00	1,240 19
Yangtze	Shanghai	200,000 00	2,000 00
Totals		\$17,754,732 00	\$349,974 78

TABLE No. 9.

Showing New Policies Written during the year, Policies Renewed, and amount of Policies in Force on December 31, 1886, of Life Insurance Companies doing business in California—California business.

NAME.	LOCATION.	NEW POLICIES WRITTEN.			POLICIES RENEWED.			POLICIES IN FORCE DECEMBER 31, 1886.			Losses and Endowments Paid.
		Number.	Amount.	Premium.	Number.	Amount.	Premium.	Number.	Amount.		
Pacific Mutual Life	San Francisco	313	\$835,360 00	\$35,294 44	1,519	\$1,348,709 00	\$193,727 84	2,097	\$5,488,904 00	\$98,000 00	
Ætna Life	Hartford	80	160,300 00	4,692 24	266	694,067 00	25,041 85	549	1,017,305 00	36,200 00	
Brooklyn Life	New York				34	132,500 00	3,994 25	134	493,333 00		
Connecticut Mutual Life	Hartford	43	152,500 00	5,505 64	592	2,937,000 00	84,206 13	958	3,707,392 00	78,000 00	
Equitable Life	New York	403	1,878,000 00	88,658 20	1,156	5,718,800 00	240,152 19	1,788	8,039,506 00	131,903 43	
Germania Life	New York	28	120,500 00	6,144 46	2,068	2,724,268 00	70,645 91	2,189	3,566,800 00	83,624 68	
Hartford Life	Hartford	28	113,000 00	11,476 00							
Manhattan Life	New York	105	410,000 00	17,630 68	311	1,387,755 00	47,285 00	661	2,362,521 00	110,120 00	
Mutual Benefit Life	Newark	85	320,000 00	12,262 47	454	1,803,500 00	71,227 38	576	2,193,185 00	33,000 00	
Mutual Life	New York	467	1,339,335 00	77,873 51	2,553	9,551,330 00	369,911 77	3,958	13,027,982 00	327,803 16	
National Life	Montpelier, Vt.	61	79,500 00	2,994 10				61	79,500 00		
New England Mutual Life	Boston	319	1,001,500 00	41,716 03	968	2,815,500 00	113,625 86	1,566	4,396,800 00	71,414 00	
New York Life	New York	178	766,500 00	30,684 41	790	3,461,500 00	134,903 94	1,284	4,728,000 00	91,551 36	
Northwestern Mutual Life	Milwaukee	108	335,000 00	13,780 30	504	1,183,050 00	39,366 11	622	1,578,650 00	43,944 00	
Penn Mutual Life	Philadelphia	No report.									
Travelers'	Hartford	61	169,250 00	5,335 44	184	443,650 00	16,859 04	255	609,900 00	1,955 00	
Union Central Life	Cincinnati	21	110,000 00	5,162 00					110,000 00		
Union Mutual Life	Portland, Me.	No report.									
United States Life	New York	81	165,000 00	6,369 57	51	71,695 00	3,434 50	124	226,195 00	7,000 00	
Washington Life	New York	60	120,219 00	3,474 81	92	252,000 00	10,886 47	165	382,655 00	2,083 21	
Phoenix Mutual Life	Hartford				140	253,350 00	8,594 14				
Totals		2,441	\$8,075,904 00	\$319,054 30	11,682	\$37,778,674 00	\$1,433,862 38	16,987	\$51,978,178 00	\$1,116,729 44	

TABLE No. 10.

Showing the business of Accident, Fidelity, Steam Boiler, and Plate Glass Insurance Companies, for the year 1886—California business.

NAME.	LOCATION.	NEW POLICIES WRITTEN.			POLICIES RENEWED.			POLICIES IN FORCE DECEMBER 31, 1886.		LOSSES PAID.
		Number.	Amount.	Premium.	Number.	Amount.	Premium.	Number.	Amount.	
Accident Insurance Com- pany of North America	Montreal	No report.		\$2,053 65					\$229,500 00	
American Steam Boiler	New York		\$190,550 00	2,510 31					244,950 00	
American Surety	New York		244,950 00						2,438,700 00	\$4,480 43
Fidelity and Casualty	New York	600	1,316,700 00	14,880 18	350	\$1,122,000 00	\$8,353 88	950	399,995 00	246 11
Hartford Steam Boiler	Hartford	86	243,750 00	3,035 17	52	173,245 00	2,287 70	131	28,077 00	271 50
Lloyd's Plate Glass	New York		28,077 00	827 30					91,993 00	680 22
Metropolitan Plate Glass	New York	76	42,875 00	1,446 19	74	56,553 00	1,358 19	137	3,093,500 00	13,156 00
Pacific Mutual Life	San Francisco	1,999	4,926,000 00	26,543 35	156	536,000 00	3,343 87	1,300	1,958,532 00	
Pacific Surety	San Francisco	773	1,968,209 00	15,705 87	66	200,323 00	1,658 35	839	6,048,000 00	9,291 43
Travelers'	Hartford	2,646	8,215,000 00	18,016 75	1,013	3,291,500 00	19,055 85	1,844		
Totals		6,180	\$17,176,111 00	\$85,020 77	1,711	\$5,379,621 00	\$36,057 84	5,201	\$14,533,250 00	\$28,125 69

TABLE NO. 11.

Showing the year of organization, location, name of President, Secretary, and Agent or Attorney for California, and date of certificate of authority issued by the Insurance Commissioner, and the date of commencement of business in California of all Insurance Companies authorized to transact business on December 31, 1886.

Year of organization.	NAME.	Location.	President.	Secretary.	Agent for California.	Date of Certificate issued by Insurance Commissioner.	Commenced business in California.
1885	Anglo-Nevada	San Francisco.	George L. Brander.	C. P. Farnfield.		Dec. 1, 1885.	Dec. 1, 1885.
1861	California	San Francisco.	L. L. Brownwell.	W. H. C. Fowler.		June 24, 1885.	February, 1891.
1872	Commercial	San Francisco.	John H. Wise.	Chas. A. Laton.		March 1, 1872.	March 1, 1872.
1863	Fremont's Fund	San Francisco.	D. J. Staples.	Wm. J. Dutton.		June 24, 1863.	June, 1863.
1864	Honolulu Mutual	San Francisco.	J. F. Houghton.	Chas. R. Story.		June 24, 1864.	June 13, 1864.
1880	Oakland Home	Oakland.	Wm. F. Jones.	Wm. F. Blood.		Feb. 5, 1880.	Feb. 5, 1880.
1885	Southern California	Los Angeles.	E. F. Spence.	D. E. Miles.		Feb. 21, 1885.	Feb. 21, 1885.
1871	State Investment	San Francisco.	A. J. Bryant.	Chas. H. Cushing.		January 13, 1872.	Jan. 13, 1872.
1882	Sun	San Francisco.	C. L. Taylor.	E. E. Potter.		Feb. 1, 1882.	Feb. 1, 1882.
1865	Union	San Francisco.	Gustave Touchard.	Jas. D. Bailey.		June 27, 1865.	June 29, 1865.
1819	Ethna	Hartford.	L. J. Hendee.	J. Goodnow.	G. C. Boardman.	August 2, 1876.	June 29, 1865.
1863	Agricultural	Watertown, N. Y.	J. R. Stebbins.	H. M. Stevens.	Hutchinson & Mann.	August 2, 1876.	August 2, 1876.
1824	Alliance Marine	London.	Lord Rothschild.	Douglas Owen.	Parrott & Co.	May 28, 1881.	May 28, 1881.
1871	Amazon	Chicinnati.	Gazzam Gano.	J. H. Beattie.	L. L. Brownwell.	October 1, 1872.	Oct. 1, 1872.
1846	American	Newark.	F. H. Harris.	J. H. Worden.	Balfour, Guthrie & Co.	August 13, 1882.	Aug. 13, 1882.
1853	American Central	St. Louis.	Geo. T. Cram.	C. Christensen.	Rolla V. Watt.	April 15, 1874.	April 15, 1874.
1810	American Fire	Philadelphia.	T. H. Montgomery.	S. J. Pipkin.	Brown, Craig & Co.	October 31, 1872.	Oct. 31, 1872.
1808	Atlas	London.	Sir W. J. W. Baynes.	R. Maris.	H. M. Newhall & Co.	August 15, 1885.	Aug. 15, 1885.
1824	Babine	Basle, Switzerland.	R. B. Fischer.	C. Blankarts.	J. N. Szv.	Nov. 28, 1876.	Nov. 28, 1876.
1873	Boston Marine	Boston.	R. B. Fuller.	Thos. H. Lord.	J. N. Knowles.	August 22, 1882.	Aug. 22, 1882.
1872	Boylston	Toronto.	Jos. W. Balch.	W. Glover.	H. M. Newhall & Co.	Dec. 16, 1885.	Dec. 16, 1885.
1853	British America	Liverpool.	Jno. Morrison.	Geo. B. Robbins.	Okell & Woolley.	March 11, 1875.	March 11, 1875.
1863	British and Foreign Marine	Edinburgh.	Thos. Chilton.	A. McNeill.	Balfour, Guthrie & Co.	October 10, 1868.	Aug. 23, 1864.
1805	Caledonian	Hong Kong.	D. Deuchar.	D. J. Surrernie.	Balfour, Guthrie & Co.	July 24, 1885.	July 24, 1885.
1881	China Traders'	Hong Kong.	Jardine, Matherson & Co.		Parrott & Co.	June 1, 1882.	June 1, 1882.
1865	Chinese	Hong Kong.	L. Posneckner.	A. S. Garfit.	Williams, Dimond & Co.	Sept. 4, 1871.	Sept. 4, 1871.
1837	Citizens'	St. Louis.	J. B. M. Kehlor.	S. J. Gower.	W. T. Coleman & Co.	June 9, 1871.	June 9, 1871.
1836	Citizens'	St. Louis.	E. A. Walton.	J. P. Harrison.	Hutchinson & Mann.	Sept. 5, 1878.	Sept. 5, 1878.
1881	City of London Fire	London.	Sir H. E. Knight.	F. M. Parker.	C. Berthelot.	Nov. 27, 1883.	Nov. 27, 1883.
1850	Clinton Fire	New York.	C. T. Patterson, Jr.	L. C. Phillips.	W. J. Callingham.	May 19, 1881.	May 19, 1881.
1861	Commercial Union	London.	Alfred Giles.	C. E. W. Chambers.	Jacobs & Easton.	August 6, 1885.	Aug. 6, 1885.
1870	Concordia Fire	Milwaukee.	J. H. Inbusch.	C. Wollaege.	Jacobs & Easton.	June 22, 1870.	June 22, 1870.
1850	Connecticut Fire	Hartford.	H. D. Browne.	C. R. Burt.	Jacobs & Easton.	April 22, 1885.	April 22, 1885.
1852	Continental	New York.	H. H. Lamport.	Cyrus Peck.	Robt. Dickson.	Sept. 20, 1873.	Aug. 20, 1873.
1872	Eliot	Boston.	G. C. George.	A. P. Curtis.	Hutchinson & Mann.	Sept. 21, 1872.	Sept. 21, 1872.
1820	Fire Association of Philadelphia	Philadelphia.	J. Lightfoot.	W. S. Winslip.	E. E. Potter.	October 23, 1877.	Oct. 23, 1877.
					Chas. A. Laton.	Dec. 9, 1873.	Dec. 9, 1873.

880	Fire Insurance Association	London	F. Lock, Manager in U. S.	W. Armstrong	Jacobs & Easton, W. L. Chalmers	Sept. 10, 1880
881	Fremmen's	Baltimore	S. M. Anderson	C. Colyer	Hutchinson & Mann	Nov. 24, 1880
882	Fremmen's	Newark	S. R. W. Heath	C. Colyer	Hutchinson & Mann	June 2, 1881
883	Fremmen's	Paris	A. Fraissinet	M. Moutier	Hutchinson & Mann	Nov. 20, 1880
884	Fouciere	Philadelphia	J. W. McAllister	E. T. Cresson	E. E. Potter	May 15, 1885
885	Franklin Fire	Philadelphia	L. Moskovics	H. Frey	Gutts & Frank	Dec. 20, 1886
886	Franklin Fire	Buda-Pesth	L. Moskovics	H. Frey	Gutts & Frank	Dec. 20, 1886
887	Franko-Hungarian	Fredport, Illinois	M. Hettiger	F. Gund	Jacobs & Easton	April 9, 1883
888	German	New York	E. Oellerman	J. A. Silvey	Tom. C. Grant	Oct. 10, 1873
889	German-American	New York	R. Garrihan	H. Schumann	Gutts & Frank	Oct. 25, 1869
890	Germania Fire	New York	A. S. Gillett	J. L. Cunningham	Hutchinson & Mann	Sept. 23, 1872
891	Grand Fire and Marine	Philadelphia	R. M. Little	B. F. Cobb	Jacobs & Easton	April 8, 1876
892	Glen's Falls	Glen's Falls, N. Y.	B. Whitford	T. G. C. Browne	W. T. Coleman & Co.	Feb. 26, 1877
893	Globe Marine	London	B. Whitford	S. Von Dorrien	W. J. Landers	Oct. 24, 1876
894	Guardian Fire and Life	Hamburg	H. Munchmeyer	T. Hupeden	Speyer & Herold	May 4, 1868
895	Hamburg-Bremer	Hamburg	A. Breckow	I. Remsen Lane	Gutts & Frank	Aug. 16, 1876
896	Hannover Fire	New York	B. S. Walcott	P. T. Grossman	C. Bertheau	Oct. 25, 1869
897	Hartford Fire	Hartford	Geo. L. Chase	M. T. Royce	Belden & Coffran	Jan. 17, 1870
898	Helvetia Marine	St. Gall, Switzerland	C. B. Jacob	M. T. Grossman	H. W. Syz	Nov. 26, 1876
899	Helvetia Swiss Fire	St. Gall, Switzerland	C. B. Jacob	M. T. Grossman	H. W. Syz	Dec. 6, 1876
900	Horne	New York	C. J. Martin	J. H. Washburn	A. E. Magill	Nov. 13, 1868
901	Howard	New York	H. A. Oakley	C. A. Hull	Jacobs & Easton	July 30, 1883
902	Imperial	London	C. Barclay	E. C. Smith	Jacobs & Easton	Sept. 20, 1868
903	Insurance Co. of North America	Philadelphia	Chas. Pratt	G. F. Fryer	Thos. A. Mitchell	Oct. 13, 1872
904	Ins. Co. of the State of Pennsylvania	Philadelphia	Geo. G. Crowell	J. H. W. Clay	Brown, Craig & Co.	Feb. 15, 1878
905	International Marine	Liverpool	T. B. Royden	W. W. Hall	Donaldson & Co.	Aug. 26, 1880
906	Laucashire	Manchester	N. Sheldermine	Geo. Stewart	E. W. Carpenter	July 10, 1874
907	Lion Fire	London	Ellis Elias	Thos. B. Bell	G. D. Dornin	April 12, 1880
908	Liverpool and London and Globe	Liverpool	Jno. M. Dove	Alex. Duncan	Chas. D. Haven	Sept. 26, 1868
909	London and Lancashire	Liverpool	L. A. Wallace	J. P. Laurence	Robt. Dickson	Aug. 28, 1872
910	London and Provincial Fire	London	E. C. Morgan	H. Williams	Balfour, Guthrie & Co.	Nov. 6, 1879
911	London and Provincial Marine	London	J. Borradale	G. H. Flood	H. W. Syz	April 13, 1882
912	Magdeburg Fire	Magdeburg	R. Teichmarke	J. L. Daniel	Hutchinson & Mann	April 3, 1879
913	Magdeburg General	Magdeburg	J. B. Northcott	F. Hudson	Gutts & Frank	Sept. 6, 1886
914	Manchester Fire	Manchester	F. Englehorn	C. Girtanner	Gutts & Frank	Aug. 31, 1878
915	Man On	Manheim	Quan Hot Chuen	Woo Lin Yuen	Balfour, Guthrie & Co.	April 22, 1880
916	Maritime	Hong Kong	J. B. Smith	R. S. Sanford	Geo. Marcus & Co.	Nov. 10, 1884
917	Maritime	New York	Henry Bowles	I. S. Mettler	E. L. Woods	Oct. 31, 1881
918	Merchants'	New York	J. H. Morris	J. C. Preston	Jacobs & Easton	Jan. 31, 1882
919	Merchants'	Baltimore	D. H. Miller	E. C. Wilson	Gutts & Frank	May 23, 1886
920	Merchants' Mutual	Detroit	D. M. Ferry	E. C. Wilson	E. E. Porter	June 28, 1886
921	Michigan Fire and Marine	Detroit	H. T. Drowne	F. J. Walton	H. W. M. Newhall & Co.	Oct. 18, 1884
922	National	Dublin	H. T. Drowne	F. J. Walton	H. W. M. Newhall & Co.	May 13, 1879
923	National Fire	London	M. Howard	F. J. Walton	Maunheim, Staples & Co.	Aug. 5, 1873
924	National Fire	London	H. W. Petre	J. Nichols	Gutts & Frank	Oct. 9, 1883
925	National Fire	London	H. W. Petre	J. Nichols	Gutts & Frank	Nov. 3, 1880
926	New Hampshire Fire	Manchester, N. H.	J. A. Weston	Wm. Gray	Chas. A. Laton	March 27, 1875
927	New Zealand	Auckland	J. Williamson	G. P. Pierce	Hugh Craig	March 27, 1875
928	Niagara Fire	New York	P. Nodman	W. Pollock	Speyer & Herold	Oct. 18, 1878
929	North American	Boston	A. Bowler	E. F. Partridge	E. E. Potter	March 27, 1884
930	North British and Mercantile	London	G. H. Burnett	F. W. Lance	Tom. C. Grant	Sept. 26, 1868
931	North China	Shanghai	E. H. Lavers	Alex. Ross	Maconduy Co.	June 13, 1876
932	Northern	London	Sir Wm. Miller	Valentine	Robt. Dickson	May 1, 1862

TABLE No. 11—Continued.

Year of organization.	NAME.	Location.	President.	Secretary.	Agent for California.	Date of Certificate issued by Insurance Commissioner.	Commenced business in California.
1868	North German Fire	Hamburg	J. Nordheim	C. Perger	W. Speyer	Sept. 29, 1877	Sept. 29, 1877
1797	Norwich Union	Norwich, England	H. S. Patteson	C. E. Bignold	E. W. Carpenter	July 14, 1877	July 14, 1877
1871	On Tai	Hong Kong	Lee Sing	Ilo Amei	Lai Hing Lung & Co.	Nov. 22, 1877	Nov. 22, 1877
1881	Oregon Fire and Marine.	Portland	L. White	E. Hall	Hutchinson & Mann.	Aug. 27, 1884	Aug. 27, 1884
1867	Oriental	Hartford	C. B. Whiting	G. B. Bodwell	Chas. D. Dornin	March 10, 1881	March 10, 1881
1851	Pacific Fire.	New York	T. F. Jeremiah	E. T. Thompson	Ralla V. Watt	March 23, 1881	March 23, 1881
1825	Pennsylvania Fire	Philadelphia	J. Deveraux	J. L. Stinson	Brown, Craig & Co.	Dec. 20, 1875	Dec. 20, 1875
1853	Phoenix	Broadway	S. Crowell	F. Shaw	A. E. Magill	Nov. 9, 1878	Nov. 9, 1878
1854	Phoenix	Hartford	H. Kellogg	D. W. C. Skilton	Brown, Craig & Co.	July 16, 1868	Aug. 25, 1864
1872	Prescott	London	G. A. Fuller	W. C. McDonald	Butler & Hallan	Dec. 22, 1879	Dec. 22, 1879
1872	Prescott	Boston	E. H. Stevens	W. C. Harris	E. E. Potter	April 22, 1881	April 22, 1881
1749	Providence-Washington	Providence, R. I.	J. H. De Wolf	J. B. Branch	W. J. Dutton	Dec. 31, 1874	Dec. 31, 1874
1845	Prussian National	Stettin	G. Bartels	O. Noehmer	Hirschfeld & Jacoly	Nov. 15, 1881	Nov. 15, 1881
1858	Queen	Liverpool	J. A. Macdonald, U. S. Manager	T. W. Dixon	Robt. Dickson	March 10, 1874	March 10, 1874
1881	Reliance Marine	Liverpool	L. R. Bailey	J. A. Macdonald	Henry Lund	Dec. 19, 1881	Dec. 19, 1881
1845	Royal	Liverpool	J. H. McLaren	Digby Johnson	E. W. Carpenter	June 23, 1869	June 23, 1869
1865	Saint Paul	St. Paul, Minn.	C. H. Bigelow	C. B. Gilbert	Hutchinson & Mann	Sept. 23, 1872	Sept. 23, 1872
1824	Scottish Union and National	Edinburgh	J. M. Macandlish	J. K. Macdonald	Manheim, Staples & Co.	July 19, 1881	July 19, 1881
1875	Sea	Liverpool	R. P. Wood	W. Bates	Meyer, Wilson & Co.	July 19, 1876	July 19, 1876
1841	Security	New Haven	C. S. Leete	H. Mason	W. Macdonald	Jan. 12, 1877	Jan. 12, 1877
1872	South British Fire and Marine	Anckland	W. C. Dady	G. Johnston	J. D. Marpleston	August 23, 1877	Aug. 23, 1877
1882	Southern	New Orleans	E. Miltenberger	S. McGhee	J. C. Jennings & Co.	Dec. 7, 1886	Dec. 7, 1886
1849	Springfield Fire and Marine	Springfield, Mass.	J. N. Dunham	S. J. Hall	Jacobs & Easton	April 6, 1881	April 6, 1881
1871	Standard Marine	Liverpool	W. Watson	J. Gick	J. D. Spreckels & Bros.	June 28, 1881	June 28, 1881
1866	Svea Fire and Life	Stockholm, Sweden	C. O. Kjellberg	W. Maclean	Geo. Marcus & Co.	July 18, 1884	July 18, 1884
1710	Sun Fire Office	London	J. I. Day	E. Boye	J. M. Philip	Sept. 22, 1884	Sept. 22, 1884
1869	Switzerland Marine.	Zurich	R. Naef	H. Carpenter	Hutchinson & Mann	Feb. 26, 1886	Feb. 26, 1886
1871	Tenonta	New Orleans	W. B. Schmidt	A. P. Knoll	H. W. Szv	April 13, 1885	April 13, 1885
1860	Thames and Mersey	Liverpool	T. S. Rogerson	R. Knorr	Hutchinson & Mann	Oct. 7, 1874	Oct. 7, 1874
1836	The Marine	London	J. R. Englestone	J. Kidman	W. G. Harrison	April 18, 1879	April 18, 1879
1865	Traders	Chicago	E. Buckingham	R. J. Lodge	W. G. McNear	August 21, 1876	Aug. 21, 1876
1872	Transatlantic Fire	Hamburg	W. Jacobsen	R. J. Smith	W. F. Blood	Sept. 14, 1877	Sept. 14, 1877
1872	Transatlantic Marine	Berlin	E. Hengersberg	J. Blumberger	Geo. Marcus & Co.	June 6, 1873	June 6, 1873
1804	Union	Philadelphia	W. S. Hassall	J. A. Pfaffler	Thammhauser & Co.	August 2, 1872	Aug. 2, 1872
1835	Union	Hong Kong	P. Ryrie	J. M. Cowell	Jacobs & Easton	Oct. 11, 1880	Oct. 11, 1880
1877	Union Fire and Marine	Christchurch, N. Z.	J. T. Peacock	W. J. Edg	Page Brothers	Dec. 18, 1883	Dec. 18, 1883
1863	Union Marine	Liverpool	T. D. Horby	W. D. Meares	L. L. Bromwell	Feb. 27, 1882	Feb. 27, 1882
1877	United Fire Reinsurance	Manchester	T. Brooke	W. Gow	E. L. Woods	July 3, 1874	July 3, 1874
1824	United States Fire	New York	W. W. Underhill	J. N. Lano	Hutchinson & Mann	July 28, 1884	July 28, 1884
1860	Universal Marine	London	Sir J. Lubbock	G. E. Cock	D. L. Beck & Sons	April 7, 1882	April 7, 1882
1872	Washington Fire and Marine.	Boston	I. Sweetser	A. Tozer	W. B. Chapman	October 4, 1877	Oct. 4, 1877
				A. W. Damon	Geo. D. Chapman	Nov. 1, 1877	Nov. 1, 1877

1837	Westchester Fire	New York	G. R. Crawford	J. Q. Underhill	A. C. Donnell & Co.	March 20, 1885
1851	Western	Toronto	A. M. Smith	J. Boomer	Butler & Haldan	Jan. 12, 1877
1853	Williamsburg City Fire	Brooklyn	E. Briggs	N. W. Meserole	E. E. Potter	Jan. 12, 1877
1862	Yangtze	Shanghai	G. H. Wheeler	Russell & Co.	Macdonald & Co.	Feb. 4, 1881
1868	Pacific Mutual Life	San Francisco	Geo. A. Moore	J. N. Patton	Macdonald & Co.	Oct. 23, 1868
1870	Etna Life	Hartford	M. G. Bulkeley	J. L. English	Jno. H. Stevens	June 24, 1868
1874	Brooklyn Life	New York	W. M. Cole	W. L. Dutcher	A. J. Bryant	March 27, 1879
1876	Connecticut Mutual Life	Hartford	J. L. Greene	W. G. Abbot	J. L. Fogg	Nov. 11, 1878
1879	Equitable Life	New York	H. B. Hyde	W. Alexander	W. D. Garland	Nov. 11, 1878
1880	Germania Life	New York	F. R. Foster	C. Doremus	J. Jacobs	June 21, 1880
1886	Hartford Life and Annuity	Hartford	F. R. Foster	H. Y. Wemple	T. Ellsworth	July 9, 1878
1889	Manhattan Life	New York	J. M. McLean	E. L. Dobbins	Jno. Landers	Feb. 11, 1879
1890	Mutual Benefit Life	New York	Amzi Dodd	G. W. Reed	J. Mansell, Jr.	Nov. 17, 1884
1895	Mutual Life	New York	R. A. McCurdy	W. J. Easton	A. B. Forbes	Aug. 2, 1878
1842	National Life	Montpelier, Vt.	Chas. Dewey	J. M. Gibbons	S. A. Mottison	Sept. 7, 1880
1848	New England Mutual Life	Boston	W. H. Beers	A. H. Welch	H. K. Field	July 1, 1878
1841	New York Life	Milwaukee	H. L. Palmer	J. W. Skinner	A. G. Hawes	Sept. 26, 1868
1857	Northwestern Mutual Life	Chicago	J. G. Batterson	R. Dennis	C. M. Smith	Aug. 20, 1878
1863	Travelers	Hartford	John Davis	E. P. Marshall	W. W. Haskell	May 31, 1882
1867	Union Central Life	Cincinnati	J. E. De Witt	H. D. Smith	C. H. Stewart	July 19, 1878
1848	United Mutual Life	Portland, Me.	C. H. Burford	C. P. Fraleigh	Jabez Howes	Feb. 25, 1885
1850	United States Life	New York	W. A. Brewer, Jr.	C. Munn	J. W. Howell	Sept. 11, 1868
1860	Washington Life	Hartford	W. A. Brewer, Jr.	E. F. Green	Jno. H. Gray	May 14, 1883
1885	Pacific Surety	San Francisco	W. K. Lathrop	V. R. Schenk	E. P. Gray	Feb. 5, 1881
1883	American Steam Boiler	New York	R. A. Elmer	F. N. Nugent	Conrad & Maxwell	Aug. 26, 1880
1884	American Surety	New York	W. M. Richards	J. M. Crane	H. E. Osborn	Aug. 4, 1885
1876	Fidelity and Casualty	Hartford	J. M. Allen	J. B. Pierce	J. R. Carniss	Oct. 13, 1884
1866	Hartford Steam Boiler	Hartford	H. Harten	J. H. Taylor	Hutchinson & Mann	Dec. 5, 1884
1874	Metropolitan Plate Glass	New York			Hutchinson & Mann	March 4, 1881
						Nov. 6, 1884
						May 8, 1879

ANNUAL STATEMENTS.

ANGLO-NEVADA ASSURANCE CORPORATION.

LOCATED AT SAN FRANCISCO—ORGANIZED NOVEMBER, 1885.

GEORGE L. BRANDER, President.

C. P. FARNFIELD, Secretary.

Joint stock capital authorized.....	\$2,000,000 00
Joint stock capital paid up in cash	2,000,000 00

YEAR ENDING DECEMBER 31, 1886.

ASSETS.			
Loans on mortgages (first liens) upon which not more than one year's interest is due			\$557,500 00
Interest accrued upon said mortgage loans			13,385 41
Bonds owned absolutely by the company:			
United States bonds, 4 per cent, registered.....	Par Value.	Market Value.	62,500 00
Cash in office and in bank			1,546,577 35
Gross premiums in due course of collection.....			69,545 40
Total			\$2,249,508 16
LIABILITIES.			
Losses adjusted and unpaid.....		\$13,115 92	
Losses in process of adjustment.....		6,200 00	
			\$19,315 92
Gross premiums on fire risks running one year or less, \$260,062 31; unearned premium, 50 per cent		\$130,031 15	
Gross premiums on fire risks running more than one year, \$28,729 57; unearned premium, pro rata		23,165 59	
Gross premiums on marine and inland navigation risks, \$38,045 88; unearned premium, 100 per cent.....		38,045 88	
			191,242 62
Commissions and brokerage due and to become due			5,393 76
Gross liabilities, except capital stock			\$215,952 30
Surplus as regards policy holders			\$2,033,555 86
Capital stock paid up in cash			2,000,000 00
Surplus over paid up capital and all other liabilities.....			\$33,555 86
INCOME.			
Net cash actually received for premiums	Fire.	Marine.	
Received for interest on mortgage loans	\$296,274 74	\$76,444 65	\$372,719 39
Received for interest on stocks and bonds			20,289 15
			19,700 60
Total income received in cash			\$412,709 14
EXPENDITURES.			
Gross amount paid for losses	Fire.	Marine.	
Paid for commissions and brokerages	\$79,724 95	\$2,564 59	\$82,289 54
Salaries, fees, and all other charges of officers, clerks, agents, and all other employes			66,932 98
Paid for taxes			28,900 00
All other payments and expenditures.....			2,407 76
			42,577 17
Total expenditures in cash			\$223,107 45

ANGLO-NEVADA ASSURANCE CORPORATION—Continued.

RISKS AND PREMIUMS.

	Fire Risks.	Premiums thereon.	Marine and Inland Risks.	Premiums thereon.
In force on December 31 of the preceding year.....	\$1,139,243 00	\$15,048 74	\$204,235 00	\$3,564 66
Written during the year.....	25,879,277 00	400,255 37	15,438,501 00	151,987 54
Totals	\$27,018,520 00	\$415,304 11	\$15,642,736 00	\$155,552 20
Deduct expirations and cancellations	6,166,293 00	90,962 84	12,745,505 00	95,854 92
In force at the end of the year..	\$20,852,227 00	\$324,341 27	\$2,897,231 00	\$59,697 28
Deduct amount reinsured.....	2,590,354 00	35,549 39	\$1,094,153 00	21,651 40
Net amount in force,	\$18,261,873 00	\$288,791 88	\$1,803,078 00	\$38,045 88

CALIFORNIA INSURANCE COMPANY.

LOCATED AT SAN FRANCISCO—ORGANIZED FEBRUARY, 1861.

L. L. BROMWELL, President.

W. H. C. FOWLER, Secretary.

Joint stock capital authorized.....	\$600,000 00
Joint stock capital paid up in cash.....	600,000 00

YEAR ENDING DECEMBER 31, 1886.

ASSETS.

Value of real estate owned by the company.....		\$132,632 55
Loans on mortgages (first liens) upon which not more than one year's interest is due		9,000 00
Interest due on said mortgage loans		82 50
Stocks and bonds owned absolutely by the company:		
	Par Value.	Market Value.
150 United States 4 per cent bonds	\$150,000 00	\$192,000 00
25 Oakland Gas Company bonds	25,000 00	25,500 00
15 Los Angeles Gas Company bonds	15,000 00	15,750 00
35 Northern Pacific Railroad bonds.....	35,000 00	40,950 00
24 Spring Valley Water Company bonds.....	24,000 00	30,480 00
9 Pacific Rolling Mill bonds.....	9,000 00	9,540 00
272 shares Bank of California stock.....	27,200 00	47,328 00
300 shares First National Bank stock	30,000 00	35,100 00
551 shares Oakland Bank of Savings stock.....	27,550 00	33,060 00
200 shares Grangers' Bank stock	20,000 00	12,400 00
100 shares California Wireworks stock	10,000 00	5,000 00
200 shares Pacific Rolling Mills stock	20,000 00	19,000 00
150 shares Safe Deposit and Trust Company stock.....	15,000 00	6,750 00
200 shares Wells, Fargo & Company Bank stock ..	20,000 00	25,400 00
250 shares Geary Street, Park, and Ocean Railroad stock.....	25,000 00	27,250 00
200 shares London, Paris, and American Bank stock	20,000 00	18,400 00
500 shares Oakland Gas and Heat Company stock ..	Nominal.	17,500 00
500 shares Spring Valley Water Company stock....	50,000 00	48,000 00
300 shares Merced Security Savings Bank stock....	Nominal.	7,500 00
100 shares Contra Costa Water Company stock ...	Nominal.	8,550 00
	\$522,750 00	\$625,458 00
Cash in office and in banks		207,064 61
Interest due and accrued on stocks and bonds, and on deposit in savings banks.....		7,705 52
Gross premiums in due course of collection.....		73,295 88
Bills receivable, not matured, taken for fire, marine, and inland risks		13,638 50
Total		\$1,068,877 56

GENERAL INFORMATION - Continued

Assets		
Current assets:		
Cash and cash equivalents	\$1,234,567	
Accounts receivable	2,345,678	
Inventory	3,456,789	
Prepaid expenses	4,567,890	
Other current assets	5,678,901	
Total current assets	17,283,825	
Non-current assets:		
Property, plant, and equipment	28,901,234	
Intangible assets	12,345,678	
Other non-current assets	6,789,012	
Total non-current assets	48,035,924	
Total assets	65,319,749	
Liabilities:		
Current liabilities:		
Accounts payable	\$1,234,567	
Short-term debt	2,345,678	
Other current liabilities	3,456,789	
Total current liabilities	7,037,034	
Non-current liabilities:		
Long-term debt	15,678,901	
Other non-current liabilities	8,901,234	
Total non-current liabilities	24,580,135	
Total liabilities	31,617,169	
Equity:		
Common stock	\$10,000,000	
Retained earnings	23,712,580	
Total equity	33,702,580	
Total liabilities and equity	65,319,749	

STATEMENT OF OPERATIONS

	Year ended	Percentage	Year ended	Percentage
	2014	2013	2012	2011
Revenue	\$100,000,000	100.0%	\$95,000,000	100.0%
Cost of sales	(40,000,000)	(40.0%)	(38,000,000)	(40.0%)
Gross profit	60,000,000	60.0%	57,000,000	60.0%
Operating expenses	(20,000,000)	(20.0%)	(19,000,000)	(20.0%)
Operating income	40,000,000	40.0%	38,000,000	40.0%
Other income	5,000,000	5.0%	4,000,000	4.0%
Income before taxes	45,000,000	45.0%	42,000,000	44.0%
Income tax expense	(10,000,000)	(10.0%)	(9,000,000)	(9.0%)
Net income	\$35,000,000	35.0%	\$33,000,000	35.0%

COMMERCIAL INSURANCE COMPANY.

LOCATED AT SAN FRANCISCO—ORGANIZED FEBRUARY 20, 1872.

JOHN H. WISE, President.

CHARLES A. LATON, Secretary.

Joint stock capital authorized
 Joint stock capital paid up in cash

\$100,000 00
 200,000 00

YEAR ENDING DECEMBER 31, 1886.

ASSETS.

Value of real estate owned by the company			\$2,000 00
Loans on mortgages (first liens) upon which not more than one year's interest is due			195,594 32
Interest due and accrued on said mortgage loans			2,135 76
Stocks and bonds owned absolutely by the company:			
	Par Value.	Market Value.	
50 U. S. bonds, 4-20's	\$50,000 00	\$63,925 00	
19 Shasta County bonds, 7 per cent	17,500 00	18,775 00	
50 Rocklin School District bonds	5,000 00	5,100 00	
1,900 shares Merchants' Exchange Bank stock, in liquidation	190,000 00	38,000 00	
205 shares Spring Valley Waterworks stock	20,500 00	49,308 12	
120 shares North Beach and Mission Railroad Company stock	12,000 00	11,700 00	
			157,038 12

Stocks hypothecated to the company as collateral security for cash loaned by the company:

	Par Value.	Market Value.	Am't loaned.	
120 shares California Furniture Manufac- turing Company	\$12,000 00	\$12,000 00	\$1,000 00	
10 shares Giant Powder Company	1,000 00	600 00	500 00	
				4,500 00
Commercial indorsed notes				800 00
Cash in office and in banks				21,237 98
Interest due and accrued on stocks and bonds				562 50
Interest due and accrued on collateral loans				8 75
Gross premiums in due course of collection				56,426 85
Bills receivable, <i>not matured</i> , taken for fire, marine, and inland risks				6,226 55

Total \$446,611 09

LIABILITIES.

Losses in process of adjustment		\$18,753 09
Gross premiums on fire risks, running one year or less, \$245,- 674 78; unearned premium, 50 per cent	\$122,837 39	
Gross premiums on fire risks, running more than one year, \$47,885 26; unearned premium, pro rata	31,276 09	
Gross premiums on marine and inland navigation risks, \$665 92; unearned premium, 100 per cent	665 92	
Gross premiums on marine time risks; unearned premium, 50 per cent	7,616 63	
		162,306 03
Commissions and brokerage due and to become due		1,375 00
Return premiums		1,676 00
Total liabilities, except capital stock		\$184,200 12
Surplus as regards policy holders		\$262,410 97
Capital stock paid up in cash		200,000 00
Surplus over paid up capital and all other liabilities		\$62,410 97

NINETEENTH ANNUAL REPORT OF THE
COMMERCIAL INSURANCE COMPANY—Continued.

INCOME.		Fire.	Marine.	
Net cash received for premiums		\$332,906 08	\$28,275 44	\$361,181 52
Received for interest on mortgage loans				13,215 56
Received for interest on stocks and bonds				6,481 65
Received for discounts on losses				597 99
Total income received in cash				\$381,476 72
EXPENDITURES.		Fire.	Marine.	
Amount paid for losses, including \$11,499 31, losses in previous years		\$207,644 50	\$27,534 62	\$235,179 12
Cash dividends paid stockholders				24,000 00
Paid for commissions and brokerage				76,230 50
Salaries, fees, and all other charges of officers, clerks, agents, and all other employés				28,837 45
Paid for taxes				6,930 49
All other payments and expenditures				28,829 21
Total expenditures paid in cash				\$400,006 77

RISKS AND PREMIUMS.

	Fire Risks.	Premiums thereon.	Marine and Inland Risks.	Premiums thereon.
In force on December 31 of the preceding year	\$18,988,486 00	\$296,623 70	\$281,041 00	\$20,511 76
Written during the year	25,432,743 00	409,907 71	2,405,857 00	35,380 01
Totals	\$44,421,229 00	\$706,531 41	\$2,686,898 00	\$55,891 77
Deduct expirations and cancel- lations	24,798,165 00	400,501 13	2,454,455 00	38,727 65
In force at the end of the year ..	\$19,623,064 00	\$306,030 28	\$232,443 00	\$17,164 12
Deduct amount reinsured	699,147 00	12,470 24	23,155 00	1,264 95
Net amount in force	\$18,923,917 00	\$293,560 04	\$209,288 00	\$15,899 17

FIREMAN'S FUND INSURANCE COMPANY.

LOCATED AT SAN FRANCISCO—ORGANIZED MAY 3, 1863.

D. J. STAPLES, President.

WM. J. DUTTON, Secretary.

Joint stock capital authorized	\$1,000,000 00
Joint stock capital paid up in cash	1,000,000 00

YEAR ENDING DECEMBER 31, 1886.

ASSETS.		
Value of real estate owned by the company		\$325,051 99
Loans on mortgages (first liens) upon which not more than one year's interest is due		202,100 00
Interest due and accrued on said mortgage loans		971 83
Stocks and bonds owned absolutely by the company:		
United States bonds, registered 4's	Par Value.	Market Value.
Oakland City Gaslight Company bonds	\$400,000 00	\$508,000 00
California Dry Dock Company bonds	35,000 00	35,525 00
Market Street Cable Railroad Company bonds ..	27,000 00	28,620 00
	79,000 00	99,540 00
Amount carried forward	\$541,000 00	\$671,685 00
		\$528,123 82

FIREMAN'S FUND INSURANCE COMPANY.—Continued.

	Par Value.	Market Value.	
Amount brought forward.....	\$541,000 00	\$671,685 00	\$528,123 82
Riverside Water Company bonds	70,000 00	70,700 00	
Pacific Rolling Mills bonds	7,000 00	8,120 00	
107 shares First National Bank S. F. stock	10,700 00	12,840 00	
450 shares Oakland Bank of Savings stock (50 per cent paid up)	22,500 00	27,000 00	
300 shares North Beach and Mission Railroad Company stock	30,000 00	30,000 00	
150 shares Pacific Rolling Mills stock	15,000 00	15,000 00	
250 shares Judson Manufacturing Company stock (45 per cent paid up)	11,250 00	3,750 00	
300 shares California Dry Dock Company stock ..	30,000 00	10,500 00	
550 shares Presidio and Ferries Railroad Company stock (55 per cent paid up)	30,250 00	26,125 00	
500 shares California Street Railroad Company stock	50,000 00	52,000 00	
220 shares Sutter Street Railroad Company stock ..	22,000 00	26,400 00	
15 shares Pioneer Woolen Factory stock	15,000 00	3,750 00	
550 shares Oakland Gaslight and Heat Company stock (20 per cent paid up)	11,000 00	19,250 00	
250 shares Stockton Gaslight and Heat Company stock (40 per cent paid up)	10,000 00	11,250 00	
	\$875,700 00	\$988,370 00	988,370 00

Stocks, bonds, and other securities, hypothecated to the company as collateral security for cash loaned by the company:

	Par Value.	Market Value.	Am't Loaned.
257 shares Risdon Iron and Locomotive Works	\$25,700 00	\$7,710 00	\$4,000 00
440 shares Masonic Hall stock	4,400 00	5,060 00	4,000 00
380 shares Masonic Hall stock	3,800 00	4,370 00	3,500 00
330 shares Bank of Sonoma County	33,000 00	36,300 00	26,000 00
64 shares North Beach and Mission Railroad Company	6,400 00	6,400 00	3,000 00
150 shares Savings and Loan Society	15,000 00	21,000 00	13,500 00
76 shares Oak Shade Fruit Company stock	7,600 00	3,800 00	1,500 00
130 shares Judson Manufacturing Company	5,850 00	1,950 00	
200 shares California Iron and Steel Company	6,000 00	100 00	
130 shares California Artificial Stone Company	1,300 00	260 00	
10 shares Knappton Packing Company	1,000 00	1,500 00	8,500 00
Assigned mortgage on real estate in Alameda County. Land valued at \$2,500; building, \$4,000. Insured for \$3,500	3,350 00	3,350 00	
Second mortgage on property in Berkeley	3,000 00	3,000 00	
60 shares Bank of California	6,000 00	10,500 00	
188 shares First National Bank, San Francisco	18,800 00	22,560 00	35,000 00
30 bonds Pioneer Wool Factory	15,000 00	15,000 00	
32 shares New York Central and Hudson River Railroad Company ..	3,200 00	3,520 00	2,500 00
290 shares Bank of Sonoma County	29,000 00	31,900 00	
Assigned mortgage on real estate in Sonoma County. Land valued at \$5,000; improvements, \$1,000	4,340 00	4,340 00	26,000 00
Assigned mortgage on real estate in Sonoma County. Land valued at \$5,500; improvements, \$1,200	4,500 00	4,500 00	
100 shares California Safe Deposit and Trust Company	10,000 00	4,000 00	2,000 00
130 shares Santa Rosa Athenæum Company	13,000 00	13,000 00	10,000 00
	\$220,240 00	\$204,120 00	\$139,500 00

Amount carried forward..... \$1,655,993 82

FIREMAN'S FUND INSURANCE COMPANY—Continued.

Amount brought forward			\$1,655,993 82
Cash in office and in banks			203,495 22
Interest due and accrued on stocks and bonds, not included in "market value"			7,165 96
Interest due and accrued on collateral loans			1,217 96
Gross premiums in due course of collection			139,993 22
Bills receivable, not matured, taken for fire, marine, and inland risks			43,167 05
Rents due and accrued			499 00
Due from other companies for reinsurance on losses already paid			820 67
Total			\$2,052,262 90
LIABILITIES.			
Losses adjusted and unpaid	\$16,985 27		
Losses in process of adjustment	52,966 80		
Losses resisted	12,770 85		
Total	\$82,722 92		
Deduct reinsurance thereon	9,532 83		
			\$73,190 09
Gross premiums on fire risks, running one year or less, \$666,-031 69; unearned premium, 50 per cent	\$333,015 85		
Gross premiums on fire risks, running more than one year, \$336,890 22; unearned premium, pro rata	194,237 06		
Gross premiums on marine and inland navigation risks, \$10,-045 56; unearned premium, 100 per cent	10,045 56		
Gross premiums on marine time risks; unearned premium, 50 per cent	36,001 69		
			573,300 16
Commissions and brokerage due and to become due			11,415 99
Marine bills payable			2,699 19
Agent's balances			10,708 55
Total liabilities, except capital stock			\$671,313 98
Surplus as regards policy holders			\$1,380,948 92
Capital stock, paid up in cash			1,000,000 00
Surplus over paid up capital and all other liabilities			\$380,948 92
INCOME.			
	Fire.	Marine.	
Net cash received for premiums	\$830,294 45	\$158,518 86	\$988,813 31
Received for interest on mortgage loans			19,308 12
Received for interest on stocks and bonds			39,530 72
Received for rents			20,796 83
Received for premium on \$250,000, increased capital			75,000 00
Total income received in cash			\$1,143,448 98
EXPENDITURES.			
	Fire.	Marine.	
Paid for losses, including \$94,185 04, losses in previous years	\$433,320 45	\$138,361 76	\$571,682 21
Cash dividends paid stockholders			105,000 00
Paid for commissions and brokerage			133,917 48
Salaries, fees, and all other charges of officers, clerks, agents, and all other employes			96,594 72
Paid for taxes			12,650 67
All other payments and expenditures			105,438 23
Total cash expenditures			\$1,025,283 31

FIREMAN'S FUND INSURANCE COMPANY—Continued.

RISKS AND PREMIUMS.

	Fire Risks.	Premiums on same.	Marine and Inland Risks.	Premiums on same.
In force on December 31 of the preceding year	\$64,135,479 00	\$896,751 24	\$2,839,929 00	\$156,635 87
Written during the year	82,730,812 00	1,114,209 60	16,279,326 00	291,747 86
Totals	\$146,866,291 00	\$2,010,960 84	\$19,119,255 00	\$448,383 73
Deduct expirations and cancellations	66,245,934 00	903,620 43	17,069,606 00	326,273 14
In force at the end of the year	\$80,620,357 00	\$1,107,340 41	\$2,049,649 00	\$122,110 59
Deduct amount reinsured	5,677,276 00	104,418 50	774,271 00	40,061 64
Net amount in force	\$74,943,081 00	\$1,002,921 91	\$1,275,378 00	\$82,048 95

HOME MUTUAL INSURANCE COMPANY.

LOCATED AT SAN FRANCISCO—ORGANIZED SEPTEMBER, 1864.

J. F. HOUGHTON, President.

CHARLES R. STORY, Secretary.

Joint stock capital authorized	\$300,000 00
Joint stock capital paid up in cash	300,000 00

YEAR ENDING DECEMBER 31, 1886.

ASSETS.				
Value of real estate owned by the company				\$153,350 00
Loans on mortgages (first liens) upon which not more than one year's interest is due				258,180 00
Interest due and accrued on said mortgage loans				4,439 00
Bonds owned by the company:				
	Par Value.	Market Value.		
United States bonds, registered 4's	\$50,000 00	\$64,000 00		
Stanislaus County (California) bonds	31,000 00	34,410 00		
Riverside Water Company bonds	20,000 00	21,200 00		
	\$101,000 00	\$119,610 00		119,610 00
Stocks and bonds hypothecated to the company as collateral security for cash loaned by the company:	Par Value.	Market Value.	Am't Loaned.	
10 bonds of Riverside Water Company	\$10,000 00	\$10,300 00	\$10,000 00	
100 shares Central Land Company stock	10,000 00	8,000 00	4,000 00	
225 shares Merced Security Savings Bank stock	22,500 00	5,625 00		
50 shares Central Land Company stock	5,000 00	4,000 00	1,250 00	
20 shares San Francisco Savings Union stock	6,500 00	9,000 00	6,500 00	
400 shares Commercial and Savings Bank of San José stock	40,000 00	20,000 00	11,000 00	
266 shares San José and Santa Clara Horse Railroad Company stock	26,600 00	21,280 00	7,500 00	
600 shares Burns Wine Company stock	60,000 00	39,600 00	1,200 00	
	\$180,600 00	\$117,805 00	\$41,450 00	41,450 00
Amount carried forward				\$577,029 00

HOME MUTUAL INSURANCE COMPANY—Continued.

Amount brought forward	\$577,029 00
Cash in office and in banks	136,357 46
Interest due and accrued on collateral loans	780 85
Net premiums in course of collection	66,438 91
Total	\$780,606 22
LIABILITIES.	
Losses adjusted and unpaid	\$760 00
Losses in process of adjustment	1,523 00
Losses resisted	1,250 00
	\$3,533 00
Gross premiums on fire risks running one year or less, \$235,773 08; unearned premium, 50 per cent.	\$117,886 54
Gross premiums on fire risks running more than one year, \$192,720 03; unearned premium, pro rata	103,093 12
	220,979 66
Cash dividends remaining unpaid	2,339 00
Total liabilities, except capital stock	\$226,851 66
Surplus as regards policy holders	\$553,754 56
Capital stock paid up in cash	300,000 00
Surplus over paid up capital and all other liabilities	\$253,754 56
INCOME.	
Net cash received for premiums	\$325,020 19
Received for interest and dividends	33,136 25
Received for rents	2,976 00
Total cash income	\$361,132 44
EXPENDITURES.	
Amount paid for losses, including \$10,850 97, losses of previous years.	\$124,852 52
Cash dividends paid stockholders	36,000 00
Paid for commissions and brokerage	81,792 03
Salaries, fees, and all other charges of officers, clerks, agents, and all other employees	39,806 05
Paid for taxes	6,101 03
Paid for reinsurance of the business of the Western Department of this company	82,147 83
All other payments and expenditures	46,181 30
Total cash expenditures	\$416,880 76

RISKS AND PREMIUMS.

	Fire Risks.	Premiums thereon.
In force on December 31 of the preceding year	\$24,527,364 00	\$403,717 43
Written during the year	22,879,625 00	390,932 91
Totals	\$47,406,989 00	\$794,650 34
Deduct expirations and cancellations	21,397,094 00	351,677 50
In force at the end of the year	\$26,009,895 00	\$442,972 84
Deduct amount reinsured	836,352 00	14,479 73
Net amount in force	\$25,173,543 00	\$428,493 11

OAKLAND HOME INSURANCE COMPANY.

LOCATED AT OAKLAND, CALIFORNIA—ORGANIZED JANUARY, 1880.

WM. P. JONES, President.

WM. F. BLOOD, Secretary.

Joint stock capital authorized	\$200,000 00
Joint stock capital paid up in cash	200,000 00

YEAR ENDING DECEMBER 31, 1886.

ASSETS.			
Value of real estate owned by the company			\$88,000 00
Loans on mortgages (first liens) upon which not more than one year's interest is due			50,044 31
Loans on mortgages (first liens) upon which more than one year's interest is due			4,000 00
Interest due and accrued upon said mortgage loans			1,176 22
Bonds owned absolutely by the company:			
	Par Value.	Market Value.	
United States bonds, 4½ per cents	\$50,000 00	\$55,166 66	55,166 66
Cash in office and in banks			54,266 57
Interest due and accrued on bonds, not included in market value			499 10
Gross premiums in due course of collection			73,071 79
Due from other companies for reinsurance and premiums			14,540 65
Brokerage due			1,273 00
Total			\$342,038 30
LIABILITIES.			
Losses adjusted and unpaid	\$10,838 87		
Losses in process of adjustment	2,797 25		
Total	\$13,636 12		
Deduct reinsurance thereon	2,195 53		
			\$11,440 59
Gross premiums on fire risks, running one year or less, \$128,-445 75; unearned premium, 50 per cent	\$64,222 87		
Gross premiums on fire risks, running more than one year, \$61,698 14; unearned premium, pro rata	33,771 23		
			97,994 10
Cash dividends remaining unpaid			499 00
Commissions and brokerage due and to become due			4,267 70
Due other companies for reinsurance and premiums			6,149 69
Total liabilities, except capital stock			\$120,351 08
Surplus as regards policy holders			\$221,687 22
Capital stock, paid up in cash			200,000 00
Surplus over paid up capital and all other liabilities			\$21,687 72
INCOME.			
Net cash received for premiums			\$199,740 80
Received for interest on mortgage loans			5,231 17
Received for interest on bonds			2,250 00
Received for rents			4,841 90
Total cash income			\$212,063 87
EXPENDITURES.			
Paid during the year for losses			\$92,882 46
Cash dividends paid stockholders			12,056 00
Paid for commissions and brokerage			30,600 06
Salaries, fees, and all other charges of officers, clerks, agents, and all other employés			22,269 20
Paid for taxes			3,650 82
All other payments and expenditures			25,857 71
Total cash expenditures			\$187,316 25

OAKLAND HOME INSURANCE COMPANY—Continued.

RISKS AND PREMIUMS.

	Fire Risks.	Premiums thereon.
In force on December 31 of the preceding year	\$11,350,310 00	\$177,329 74
Written during the year	15,991,363 00	260,743 07
Totals	\$27,341,673 00	\$438,072 81
Deduct expirations and cancellations	13,969,727 00	220,760 91
In force at the end of the year	\$13,371,946 00	\$217,311 90
Deduct amount reinsured	1,950,999 00	27,168 01
Net amount in force	\$11,420,947 00	\$190,143 89

SOUTHERN CALIFORNIA INSURANCE COMPANY.

LOCATED AT LOS ANGELES, CALIFORNIA—ORGANIZED FEBRUARY, 1885.

E. F. SPENCE, President.

D. E. MILES, Secretary.

Joint stock capital authorized	\$200,000 00
Joint stock capital paid up in cash	200,000 00

YEAR ENDING DECEMBER 31, 1886.

ASSETS.		
Value of real estate owned by the company		\$45,000 00
Loans on mortgages (first liens) upon which not more than one year's interest is due		137,744 30
Interest due and accrued on said mortgage loans		3,622 18
Cash in office and in banks		38,434 59
Gross premiums in due course of collection		45,089 06
Bills receivable, not matured, taken for fire risks		50 00
Due from other companies for reinsurance on losses already paid		1,469 00
Due for placed insurance premiums		270 00
Total		\$271,679 13
LIABILITIES.		
Losses adjusted and unpaid	\$1,916 12	
Losses resisted	250 00	
Total	\$2,166 12	
Deduct reinsurance thereon	100 50	
		\$2,065 62
Gross premiums on fire risks running one year or less, \$72,442 18; unearned premium, 50 per cent	\$36,221 09	
Gross premiums on fire risks running more than one year, \$23,500 33; unearned premium, pro rata	15,317 09	
		51,538 18
Due and accrued for salaries, rent, etc.		2,290 50
Commissions and brokerage due and to become due		5,669 88
Due for reinsurance		5,162 37
Total liabilities, except capital stock		\$66,726 55
Surplus as regards policy holders		\$204,952 58
Capital stock paid up in cash		200,000 00
Surplus over paid up capital and all other liabilities		\$4,952 58

SOUTHERN CALIFORNIA INSURANCE COMPANY—Continued.

INCOME.	
Net cash received for premiums	\$87,882 59
Received for interest on mortgage loans	16,711 07
Received for rents	648 50
Received for premiums in suspense	272 50
Total cash income	\$105,514 66
EXPENDITURES.	
Paid for losses, including \$1,000 losses in previous years	\$68,390 86
Cash dividends paid stockholders	2,000 00
Paid for commissions and brokerage	15,735 55
Salaries, fees, and all other charges of officers, clerks, agents, and all other employes	17,026 62
Paid for taxes	2,380 81
All other payments and expenditures	14,945 73
Total cash expenditures	\$120,479 57

RISKS AND PREMIUMS.

	Fire Risks.	Premiums thereon.
In force on December 31 of the preceding year	\$4,188,787 00	\$75,135 57
Written during the year	8,051,962 00	148,285 92
Totals	\$12,240,749 00	\$223,421 49
Deduct expirations and cancellations	5,624,674 00	103,962 50
In force at the end of the year	\$6,616,075 00	\$119,458 99
Deduct amount reinsured	1,064,708 00	23,516 48
Net amount in force	\$5,551,367 00	\$95,942 51

STATE INVESTMENT AND INSURANCE COMPANY.

LOCATED AT SAN FRANCISCO—ORGANIZED DECEMBER, 1871.

A. J. BRYANT, President.

CHARLES H. CUSHING, Secretary.

Joint stock capital authorized	\$400,000 00
Joint stock capital paid up in cash	400,000 00

YEAR ENDING DECEMBER 31, 1886.

ASSETS.		
Value of real estate owned by the company		\$150,859 13
Loans on mortgages (first liens) upon which not more than one year's interest is due		102,805 00
Interest due and accrued on said mortgage loans		1,233 15
Bonds owned absolutely by the company:		
United States bonds, 4's	Par Value. \$100,000 00	Market Value. \$128,000 00
Montgomery Avenue bonds	10,000 00	2,500 00
		130,500 00
Amount carried forward		\$385,397 28

STATE INVESTMENT AND INSURANCE COMPANY—Continued.

Amount brought forward			\$385,397 28
Stocks hypothecated to the company as collateral security for cash loaned by the company:			
200 shares Omnibus Railroad and Cable stock	Par Value. \$20,000 00	Market Value. \$11,000 00	Am't Loaned. \$10,000 00
100 shares Giant Powder Company stock	10,000 00	6,500 00	6,000 00
Promissory notes			16,000 00
Cash in office and in banks			4,222 75
Interest due and accrued on bonds not included in "market value"			45,093 48
Interest due and accrued on collateral loans			600 00
Gross premiums in due course of collection			97 48
Rents due and accrued			78,924 77
Salvage due on losses already paid			148 00
			996 00
Total			\$531,539 76
LIABILITIES.			
Losses in process of adjustment			\$11,267 97
Gross premiums on fire risks, running one year or less, \$181,547 88; unearned premium, 50 per cent		\$90,773 94	
Gross premiums on fire risks, running more than one year, \$46,336 98; unearned premium, pro rata		24,409 98	
			115,183 92
Cash dividends remaining unpaid			310 00
Commissions and brokerage due and to become due			2,355 00
Total liabilities, except capital stock			\$129,116 89
Surplus as regards policy holders			\$402,422 87
Capital stock paid up in cash			400,000 00
Surplus over capital and all other liabilities			\$2,422 87
INCOME.			
Net cash received for premiums			\$226,274 52
Received for interest on mortgage loans			6,205 20
Received for interest on bonds			4,639 19
Received for rents			10,854 00
Total cash income			\$247,972 91
EXPENDITURES.			
Paid for losses, including \$7,937 35 losses in previous years			\$145,746 61
Cash dividends paid stockholders			68,489 34
Paid for commissions and brokerage			26,313 43
Salaries, fees, and all other charges of officers, clerks, agents, and all other employes			27,617 15
Paid for taxes			2,896 41
All other payments and expenditures			24,198 37
Total cash expenditures			\$295,261 31

RISKS AND PREMIUMS.

	Fire Risks.	Premiums thereon.
In force on December 31 of the preceding year	\$9,853,134 00	\$160,267 50
Written during the year	23,370,361 00	301,658 86
Totals	\$33,223,495 00	\$461,926 36
Deduct expirations and cancellations	20,129,814 00	223,435 19
In force at the end of the year	\$13,093,681 00	\$238,491 17
Deduct amount reinsured	571,501 00	10,606 31
Net amount in force	\$12,522,180 00	\$227,884 86

SUN INSURANCE COMPANY.

LOCATED AT SAN FRANCISCO—ORGANIZED FEBRUARY, 1882.

C. L. TAYLOR, President.

E. E. POTTER, Secretary.

Joint stock capital authorized.....	\$300,000 00
Joint stock capital paid up in cash.....	300,000 00

YEAR ENDING DECEMBER 31, 1886.

ASSETS.			
Value of real estate owned by the company.....			\$90,000 00
Loans on mortgages (first liens) upon which not more than one year's interest is due.....			175,525 00
Interest accrued on said mortgage loans.....			2,364 20
Bonds owned absolutely by the company:			
	Par Value.	Market Value.	
United States bonds, 3 per cents.....	\$50,000 00	\$50,000 00	
Merced County bonds, 5 per cents.....	31,000 00	31,358 07	
Stockton City bonds, 6 per cents.....	40,000 00	41,700 00	
			123,058 07
Cash in office and in banks.....			49,393 64
Interest due and accrued on bonds, not included in "market value".....			1,975 00
Gross premiums in due course of collection.....			42,400 19
Bills receivable, not matured, taken for fire, marine, and inland risks.....			11,336 20
Rents due and accrued.....			700 00
Due from other companies.....			5,739 26
Total.....			\$502,491 56
LIABILITIES.			
Losses adjusted and unpaid..... }			
Losses in process of adjustment.. }		\$25,091 92	
Losses resisted.....		500 00	
			\$25,591 92
Gross premiums on fire risks, running one year or less, \$149,-817 44; unearned premium, 50 per cent.....		\$74,908 72	
Gross premiums on fire risks, running more than one year, \$49,753 09; unearned premium, pro rata.....		30,240 31	
Gross premiums on marine and inland navigation risks, \$1,633 53; unearned premium, 100 per cent.....		1,633 53	
Gross premiums on marine time risks; unearned premium, 50 per cent.....		21,741 77	
			128,524 33
Commissions and brokerage due and to become due.....			10,198 52
Total liabilities, except capital stock.....			\$164,314 77
Surplus as regards policy holders.....			\$338,176 79
Capital stock paid up in cash.....			300,000 00
Surplus over capital and all other liabilities.....			\$38,176 79
INCOME.			
	Fire.	Marine.	
Net cash received for premiums.....	\$179,060 37	\$65,070 17	\$244,130 54
Received for interest on mortgage loans.....			16,561 06
Received for interest on bonds.....			6,784 38
Received for rents.....			5,925 00
Received for discount.....			203 51
Total cash income.....			\$273,604 49
EXPENDITURES.			
	Fire.	Marine.	
Paid for losses, including \$22,815 56, losses of previous years.....	\$88,970 45	\$47,608 18	\$136,578 63
Cash dividends paid stockholders.....			7,500 00
Paid for commissions and brokerage.....			39,426 16
Salaries, fees, and all other charges of officers, clerks, agents, and all other employes.....			27,457 02
Amount carried forward.....			\$210,961 81

SUN INSURANCE COMPANY—Continued.

Amount brought forward.....	\$210,931 81
Paid for taxes.....	2,710 22
All other payments and expenditures.....	24,880 60
Total cash expenditures.....	\$238,552 63

RISKS AND PREMIUMS.

	Fire Risks.	Premiums thereon.	Marine and Inland Risks.	Premiums thereon.
In force on December 31 of the preceding year.....	\$11,221,828 00	\$165,010 96	\$611,797 00	\$41,828 46
Written during the year.....	17,787,714 00	243,293 38	1,522,723 00	82,464 83
Totals.....	\$29,009,542 00	\$408,304 34	\$2,134,520 00	\$124,293 29
Deduct expirations and cancellations.....	13,358,612 00	178,216 83	1,273,853 00	67,536 59
In force at the end of the year.....	\$15,650,930 00	\$230,087 51	\$860,667 00	\$56,756 70
Deduct amount reinsured.....	2,054,986 00	30,516 98	152,817 00	11,639 63
Net amount in force.....	\$13,595,944 00	\$199,570 53	\$707,850 00	\$45,117 07

UNION INSURANCE COMPANY.

LOCATED AT SAN FRANCISCO—ORGANIZED APRIL, 1865.

GUSTAVE TOUCHARD, President.

JAS. D. BAILEY, Secretary.

Joint stock capital authorized.....	\$750,000 00
Joint stock capital paid up in cash.....	750,000 00

YEAR ENDING DECEMBER 31, 1886.

ASSETS.			
Value of real estate owned by the company.....			\$110,000 00
Loans on mortgages (first liens) upon which not more than one year's interest is due.....			215,477 25
Stocks and bonds owned absolutely by the company:			
	Par Value.	Market Value.	
United States bonds, 4's.....	\$200,000 00	\$254,500 00	
Oakland City bonds.....	8,000 00	10,000 00	
Alameda Town bonds.....	8,000 00	8,800 00	
Montgomery Avenue bonds, San Francisco.....	120,000 00	30,000 00	
Spring Valley Waterworks stock.....	22,500 00	21,713 00	
	\$358,500 00	\$325,013 00	325,013 00
Stocks hypothecated to the company as collateral security for cash loaned by the company:			
	Par Value.	Market Value.	Am't Loaned
400 shares Presidio and Ferries R. R. Co. stock.....	\$40,000 00	\$18,000 00	\$20,000 00
106 shares California Dry Dock Company stock.....	10,600 00	11,130 00	
60 shares Bank of California stock.....	6,000 00	10,500 00	
Cash in office and in banks.....			436,838 48
Interest due and accrued on stocks not included in "market value".....			3,670 00
Gross premiums in due course of collection.....			35,557 56
Bills receivable, not matured, taken for fire, marine, and inland risks.....			8,805 71
Total.....			\$1,155,362 00

UNION INSURANCE COMPANY—Continued.

LIABILITIES.			
Losses adjusted and unpaid	\$8,643	00	
Losses in process of adjustment	25,055	76	
Losses resisted	2,400	00	
			\$36,098 76
Gross premiums on fire risks, running one year or less, \$317,- 038 92; unearned premium, 50 per cent	\$158,519	46	
Gross premiums on fire risks, running more than one year, \$128,572 46; unearned premium, pro rata	70,258	45	
Gross premiums on marine and inland navigation risks, \$5,112 47; unearned premium, 100 per cent	5,112	47	
Gross premiums on marine time risks; unearned premium, 50 per cent	19,082	33	
			252,972 71
Unused balances of bills and notes, taken in advance for premiums on open marine policies			1,470 23
Cash dividends remaining unpaid			30 00
Commissions and brokerage due and to become due			1,800 00
Total liabilities, except capital stock			\$292,371 70
Surplus as regards policy holders			\$862,990 30
Capital stock paid up in cash			750,000 00
Surplus over capital and all other liabilities			\$112,990 30
INCOME.			
Net cash received for premiums	Fire. \$429,989 29	Marine. \$91,956 57	\$521,945 86
Received for interest on mortgage loans			14,375 67
Received for interest and dividends on stocks and bonds			25,345 66
Received for rents			8,730 00
Total cash income			\$570,397 19
EXPENDITURES.			
Paid for losses, including \$24,270 29 losses of previous years	Fire. \$206,652 29	Marine. \$95,384 75	\$302,037 04
Cash dividends paid stockholders			68,052 00
Paid for commissions and brokerage			114,395 72
Salaries, fees, and all other charges of officers, clerks, agents, and all other employés			33,756 60
Paid for taxes			11,210 04
All other payments and expenditures			32,966 70
Total cash expenditures			\$562,418 10

RISKS AND PREMIUMS.

	Fire Risks.	Premiums thereon.	Marine and Inland Risks.	Premiums thereon.
In force on December 31 of the preceding year	\$30,520,256 00	\$410,607 72	\$935,676 00	\$41,962 45
Written during the year	38,635,787 00	490,152 62	9,144,368 00	114,366 18
Totals	\$69,156,043 00	\$900,760 34	\$10,080,044 00	\$156,328 63
Deduct expirations and cancel- lations	33,583,477 00	439,582 96	9,026,106 00	109,323 75
In force at the end of the year ..	\$35,572,566 00	\$461,177 38	\$1,053,938 00	\$47,004 88
Deduct amount reinsured	1,130,015 00	15,566 00	86,746 00	3,727 74
Net amount in force	\$34,442,551 00	\$445,611 38	\$967,192 00	\$43,277 14

PACIFIC MUTUAL LIFE INSURANCE COMPANY.

LOCATED AT SAN FRANCISCO—ORGANIZED DECEMBER, 1867.

GEORGE A. MOORE, President.

J. M. PATTON, Secretary.

Joint stock capital paid up in cash.....\$100,000 00

YEAR ENDING DECEMBER 31, 1886.

INCOME.

Received for premiums for first year's insurance	{ \$63,014 20	
Received for premiums for subsequent year's insurance	{ 38,234 64	
Received for annuities	299,428 82	
	10,000 00	
Total	\$410,677 66	
Deduct amount paid for reinsurance	1,836 35	
Total premium income	\$408,841 31	\$408,841 31
Received for interest on mortgage loans		74,275 43
Received for interest on bonds and dividends on stocks		624 00
Received for interest on premium notes		3,783 50
Received for interest on other debts due the company		1,966 57
Total income		\$489,490 81

DISBURSEMENTS.

Paid for losses and additions	{ \$25,426 05	
Paid for matured endowments and additions	{ 100,949 00	
	8,850 60	
Total	\$135,225 65	
Deduct amount received on reinsurance	287 85	
Paid to annuitants		\$134,937 80
Paid for surrendered policies		2,450 00
Paid for dividends to policy holders		59,198 79
Paid for dividends to stockholders		29,743 93
Paid for commissions to agents		10,000 00
Paid for salaries and traveling expenses of managers of agencies, and agents		36,340 38
Paid for medical examiners' fees		10,654 73
Paid for salaries and other compensations of officers and office employés		2,641 50
Paid for taxes		24,953 69
Paid for rent		1,574 43
Paid for advertising		3,588 50
Paid for miscellaneous expenses		3,066 24
Loss and gain		10,596 34
Total disbursements		2,571 21
		\$332,317 54

ASSETS.

Value of real estate, exclusive of all incumbrances	\$142,557 72
Loans on mortgages (first liens) on real estate	1,014,381 88
Loans secured by pledge of bonds, stocks, or other marketable collaterals	5,211 94
Premium notes on policies in force	54,527 88
Cash loans to policy holders on this company's policies, assigned as collateral	25,641 59
Cash value of bonds and stocks	31,390 00
Cash in office and in banks	74,719 95
Interest due and accrued on mortgage loans	57,060 15
Interest accrued on bonds and stocks	188 35
Interest accrued on collateral loans	1,674 60
Interest accrued on premium notes	7,568 98

Amount carried forward.....\$1,414,923 04

PACIFIC MUTUAL LIFE INSURANCE COMPANY—Continued.

Amount brought forward.....		\$1,414,923 04
Gross premiums due and unreported on policies in force December 31, 1886.....	\$50,442 38	
Gross deferred premiums on policies in force December 31, 1886.....	14,300 96	
Total.....	\$64,743 34	
Deduct loading on above gross amount.....	13,848 93	
		50,894 41
Total admitted assets.....		\$1,465,817 45
LIABILITIES.		
Claim for matured endowment due and uncalled for.....		\$258 00
Net present value of all the outstanding policies in force on December 31, 1886, computed according to the American experience table of mortality, with $4\frac{1}{2}$ per cent interest.....		1,304,903 00
Total liabilities.....		\$1,305,161 00
Surplus as regards policy holders.....		160,656 45
PREMIUM NOTE ACCOUNT.		
Premium notes on hand on December 31 of preceding year....	\$64,100 84	
Premium notes received during the year.....	46,173 07	
		\$110,273 91
Deductions during the year as follows:		
Premium notes used in payment of losses and claims.....	\$988 50	
Premium notes used in purchase of surrendered policies.....	12,778 86	
Premium notes used in payment of dividends to policy holders.....	1,227 96	
Premium notes redeemed by maker in cash.....	40,527 11	
		55,746 03
Balance of premium notes at the end of the year.....		\$54,527 88

EXHIBIT OF POLICIES.

CLASSIFICATION.	WHOLE LIFE POLICIES.		ENDOWMENT POLICIES.		ALL OTHER POLICIES.		TOTAL NUMBERS AND AMOUNTS.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
Policies and additions in force at the end of the previous year....	2,475	\$6,448,227	351	\$806,960	244	\$580,300	3,070	\$7,835,487
New policies issued.....	390	1,016,950	98	207,362	1	2,700	489	1,227,011
Old policies revived.....	10	22,000	4	17,000			14	39,000
Old policies increased.....	1	1,000					1	1,000
Additions by dividends during the year.....		7,500		2,178				9,678
Totals.....	2,876	\$7,495,677	453	\$1,033,500	245	\$583,000	3,574	\$9,112,177
Deduct policies ceased to be in force:								
By death.....	30	\$82,607	5	\$12,000	2	\$4,000	37	\$98,607
By maturity.....			8	8,500			8	8,500
By expiry.....					9	15,000	9	15,000
By surrender.....	88	249,170	34	85,000	1	5,000	123	339,170
By lapse.....	118	325,000	35	79,500	8	16,500	161	421,000
By change and decrease.....		8,500	1	3,000			1	11,500
Not taken.....	43	132,500	7	12,000			50	144,500
Total terminated.....	279	\$797,777	90	\$200,000	20	\$40,500	389	\$1,038,277
Net numbers and amounts in force at the end of the year..	2,597	\$6,697,900	363	\$833,500	225	\$542,500	3,185	\$8,073,900
Policies reinsured.....	2	\$28,471					2	\$28,471

PACIFIC SURETY COMPANY.

LOCATED AT SAN FRANCISCO—ORGANIZED MAY, 1885.

WALLACE EVERSON, President.

E. F. GREEN, Secretary.

Joint stock capital authorized.....	\$100,000 00
Joint stock capital paid up in cash.....	100,000 00

YEAR ENDING DECEMBER 31, 1886.

ASSETS.			
Loans on mortgages (first liens) upon which not more than one year's interest is due			\$73,864 06
Interest accrued upon said mortgage loans			1,239 15
Cash in office and in banks			35,042 29
Interest due and accrued on savings bank deposits			898 47
Gross premiums in due course of collection			3,206 00
Total			\$114,249 97
LIABILITIES.			
Losses in process of adjustment			\$1,048 31
Gross premiums on guarantee risks, running one year or less, \$15,275 41; unearned premium, 50 per cent	\$7,637 70		
Gross premiums on accident, running one year or less, \$333 40; unearned premium, 50 per cent		166 70	
			7,804 40
Commissions and brokerage due and to become due			36 35
Total liabilities, except capital stock			\$8,889 06
Surplus as regards policy holders			\$105,360 91
Capital stock paid up in cash			100,000 00
Surplus over capital and all other liabilities			\$5,360 91
INCOME.			
Net cash received for premiums	Guarantee. \$14,382 90	Accident. \$188 00	\$14,570 90
Received for interest on mortgage loans			4,789 35
Received for rents			333 75
Received for commissions			30 58
Total cash income			\$19,724 58
EXPENDITURES.			
Paid for commissions and brokerage			\$336 89
Salaries, fees, and all other charges of officers, clerks, agents, and all other employés			5,775 00
Paid for taxes			567 92
All other payments and expenditures			2,727 31
Total cash expenditures			\$9,407 12

PACIFIC SURETY COMPANY—Continued.

RISKS AND PREMIUMS.

	Guarantee Risks.	Premiums thereon.	Accident Risks.	Premiums thereon.
In force on December 31 of the preced- ing year -----	\$292,233 00	\$2,909 90	\$50,000 00	\$333 40
Written during the year -----	1,918,209 50	15,373 46	-----	-----
Totals -----	\$2,210,442 50	\$18,283 36	\$50,000 00	\$333 40
Deduct expirations and cancellations -----	301,910 00	3,007 95	-----	-----
In force at the end of the year -----	\$1,908,532 50	\$15,275 41	\$50,000 00	\$333 40

TABLE No. 12.

Summary of Assets, Liabilities, Income, Expenditures, etc., of Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1886—California Companies.

NAME.	Location.	Cash Capital Paid Up.	Assets.	Liabilities, Capital not Included.	Income.	Expenditures.	Losses Incurred during the Year.	Net Surplus.
Anglo-Nevada.....	San Francisco	\$2,000,000 00	\$2,249,508 16	\$215,932 30	\$112,709 14	\$223,107 45	\$101,605 46	\$33,555 86
California	San Francisco	600,000 00	1,068,877 55	305,365 85	488,957 24	453,029 66	250,838 25	163,511 71
Commercial	San Francisco	200,000 00	446,611 09	184,200 12	381,476 72	400,000 77	242,410 97	42,410 97
Fireman's Fund.....	San Francisco	1,000,000 00	2,032,262 90	671,313 98	1,143,448 98	1,025,283 31	542,337 72	380,948 92
Home Mutual	San Francisco	300,000 00	780,005 22	226,831 66	351,132 44	413,880 76	116,084 55	233,754 36
Oakland Home	Oakland	200,000 00	342,038 30	120,331 08	212,093 87	187,316 25	98,275 53	21,087 22
Southern California	Los Angeles	200,000 00	271,679 13	66,726 55	105,514 66	120,479 57	79,437 72	4,952 58
State Investment	San Francisco	400,000 00	531,539 76	129,116 89	247,972 91	295,261 31	149,076 73	2,422 87
Sun	San Francisco	300,000 00	502,491 56	164,314 77	273,604 49	238,552 63	138,954 99	38,176 79
Union	San Francisco	750,000 00	1,155,362 00	292,371 70	570,307 19	562,418 10	309,615 51	112,990 30
Totals		\$5,950,000 00	\$9,400,976 68	\$2,376,564 90	\$4,197,277 64	\$3,922,335 81	\$2,028,679 36	\$1,074,411 78

TABLE No. 13.

Showing the various items composing the Assets of Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1886—
California Companies.

NAME.	Location.	Real Estate.	Loans on Bonds and Mortgages.	Stocks and Bonds Owned by the Company.	Loans on Stocks and other Securities as Collateral.	Cash in Office and Banks.
Anglo-Nevada	San Francisco		\$557,500 00	\$2,500 00		\$1,546,577 35
California	San Francisco	\$132,632 55	9,000 00	625,458 00		207,064 61
Commercial	San Francisco	2,000 00	195,594 58	157,068 12	\$4,500 00	21,267 98
Fireman's Fund	San Francisco	325,051 89	202,100 00	988,370 00	139,500 00	203,495 22
Home Mutual	San Francisco	153,350 00	258,180 00	119,610 00	41,450 00	136,357 46
Oakland Home	Oakland	88,000 00	54,044 31	55,166 66		54,246 57
Southern California	Los Angeles	45,000 00	137,744 30			38,434 59
State Investment	San Francisco	150,859 13	102,805 00	130,500 00	16,000 00	45,068 48
Sun	San Francisco	90,000 00	175,525 00	123,058 07		49,393 64
Union	San Francisco	110,000 00	215,477 25	325,013 00	20,000 00	436,838 48
Totals		\$1,096,893 67	\$1,907,970 44	\$2,586,743 85	\$221,450 00	\$2,738,789 38
NAME.	Location.	Interest Due and Accrued.	Premiums in Course of Collection.	Bills Receivable, not Matured, taken for Marine and Inland Risks.	All Other Assets.	Total Assets.
Anglo-Nevada	San Francisco	\$13,385 41	\$89,545 40			\$2,249,508 16
California	San Francisco	7,788 02	73,295 88	\$13,638 50		1,068,877 56
Commercial	San Francisco	2,727 01	56,426 85	6,225 55	\$800 00	446,611 09
Fireman's Fund	San Francisco	9,355 75	139,963 22	43,167 05	1,229 67	2,052,262 90
Home Mutual	San Francisco	5,219 85	66,438 91			780,006 22
Oakland Home	Oakland	1,675 32	73,071 79		15,813 65	342,038 30
Southern California	Los Angeles	3,622 18	45,089 06	50 00	1,739 00	271,679 13
State Investment	San Francisco	1,990 63	78,924 77		5,366 75	531,539 76
Sun	San Francisco	4,339 20	42,400 19	11,335 20	6,439 26	502,491 56
Union	San Francisco	3,670 00	35,557 56	8,805 71		1,155,362 00
Totals		\$33,773 37	\$680,743 63	\$85,224 01	\$31,388 33	\$9,400,976 68

TABLE NO. 14.

Showing the various items composing the Liabilities, except Capital Stock, of Fire and Marine Insurance Companies doing business in California, on the thirty-first day of December, 1896—California Companies.

NAME.	Location.	Losses Adjusted.	Losses Unadjusted.	Losses Resisted.	Cash Dividends Remaining Unpaid.	Fire Reinsurance.
Anglo-Nevada	San Francisco	\$13,115 92	\$6,200 00			\$153,196 74
California	San Francisco	36,194 00		\$3,900 00		216,383 57
Commercial	San Francisco		18,753 09			154,113 48
Fireman's Fund	San Francisco	16,985 27	43,433 97	12,770 85		527,252 91
Home Mutual	San Francisco	760 00	1,523 00	1,250 00	\$2,339 00	290,979 03
Oakland Home	Oakland	8,643 31	2,797 25		400 00	97,994 10
Southern California	Los Angeles	1,815 62		250 00		51,538 18
State Investment	San Francisco		11,207 97	500 00	319 02	115,183 92
Sun	San Francisco		25,091 92	2,400 00		105,149 03
Union	San Francisco	8,643 00	25,055 76		30 09	228,777 91
Totals		\$86,157 15	\$134,122 96	\$21,070 85	\$3,178 00	\$1,870,539 50
NAME.	Location.	Marine Reinsurance.	All Other Claims.	Total Liabilities, Capital Stock not Included.	Net Surplus.	
Anglo-Nevada	San Francisco	\$38,045 88	\$5,393 76	\$215,952 30	\$33,555 86	
California	San Francisco	40,006 51	8,911 77	305,365 85	163,511 71	
Commercial	San Francisco	8,282 55	3,051 00	184,200 12	62,410 97	
Fireman's Fund	San Francisco	46,047 25	24,823 73	671,313 98	380,948 92	
Home Mutual	San Francisco			226,851 06	253,754 56	
Oakland Home	Oakland		10,417 39	120,351 08	21,687 22	
Southern California	Los Angeles		13,122 75	66,726 55	4,952 58	
State Investment	San Francisco	23,375 30	2,355 00	129,116 89	2,422 87	
Sun	San Francisco	24,194 80	10,198 52	164,314 77	38,176 79	
Union	San Francisco		3,270 23	292,371 70	112,990 30	
Totals		\$179,952 29	\$81,544 15	\$2,376,564 90	\$1,074,411 78	

TABLE No. 15.

Showing the various items composing the Incomes of Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1886—California Companies.

NAME.	Location.	Fire Premiums.	Marine and Inland Premiums.	Interest on Bonds and Mortgages.	Interest and Dividends from other sources.	Rents.	From all other sources.	Total Income.
Anglo-Nevada	San Francisco	\$296,274 74	\$76,444 65	\$20,289 15	\$19,700 60	-----	-----	\$412,709 14
California	San Francisco	351,983 76	93,675 49	483 75	39,617 57	\$2,985 00	\$211 67	488,957 24
Commercial	San Francisco	332,906 08	28,275 44	13,215 56	6,481 65	-----	597 99	381,476 72
Fireman's Fund	San Francisco	830,294 45	158,518 86	19,308 12	39,530 72	20,796 83	75,000 00	1,143,448 98
Home Mutual	San Francisco	325,020 19	-----	-----	33,136 25	2,976 00	-----	361,132 44
Oakland Home	Oakland	199,740 80	-----	5,231 17	2,250 00	4,841 90	-----	212,063 87
Southern California	Los Angeles	87,882 59	-----	16,711 07	-----	648 50	272 50	105,514 66
State Investment	San Francisco	226,274 52	-----	6,205 20	4,639 19	10,854 00	-----	247,972 91
Sun	San Francisco	179,060 37	65,070 17	16,561 06	6,784 38	5,925 00	203 51	273,604 49
Union	San Francisco	429,989 29	91,956 57	14,375 67	25,345 66	8,730 00	-----	570,397 19
Totals	-----	\$3,259,426 79	\$513,941 18	\$112,380 75	\$177,486 02	\$57,757 23	\$76,285 67	\$4,197,277 64

TABLE No. 16.

Showing the various items composing the Expenditures of Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1886—California Companies.

NAME.	Location.	Fire Losses.	Marine Losses.	Dividends.	Commissions and Brokerage.	Office Salaries.	State and Local Taxes.	All other Expenditures.	Total Expenditures.
Anglo-Nevada	San Francisco	\$79,724 95	\$2,564 59	-----	\$64,432 98	\$28,900 00	\$2,407 76	\$42,577 17	\$223,107 45
California	San Francisco	182,488 72	52,488 01	\$72,000 00	69,377 05	35,559 77	10,298 04	30,818 07	453,029 64
Commercial	San Francisco	207,644 50	27,534 62	24,000 00	76,230 50	28,837 45	6,930 49	28,829 21	400,000 77
Pierman's Fund	San Francisco	433,320 45	138,361 76	105,000 00	133,917 48	96,594 72	12,650 67	105,433 23	1,025,283 31
Home Mutual	San Francisco	124,852 52	-----	36,000 00	81,792 03	39,806 05	6,101 03	128,329 13	416,880 76
Oakland Home	Oakland	92,882 46	-----	12,056 00	30,000 06	22,239 20	3,050 82	25,837 71	187,316 25
Southern California	Los Angeles	68,300 86	-----	2,000 00	15,735 55	17,026 02	2,380 81	14,945 73	120,479 57
State Investment	San Francisco	145,746 61	-----	68,489 34	26,313 43	27,617 15	2,806 41	24,198 37	295,261 31
Sun	San Francisco	88,970 45	47,608 18	7,500 00	39,426 16	27,457 02	2,710 22	24,880 60	238,552 63
Union	San Francisco	206,652 29	95,384 75	68,052 00	114,395 72	33,756 60	11,210 04	32,966 70	562,418 10
Totals	-----	\$1,630,673 81	\$363,941 91	\$395,097 34	\$654,720 96	\$337,824 58	\$61,236 29	\$458,840 92	\$3,922,335 81

TABLE No. 17.

Showing amount of Risks Written, Premiums Received, and Amount of Risks in force on the thirty-first day of December, 1886, with Premiums thereon, of Fire and Marine Insurance Companies doing business in California—California Companies.

NAME.	Location.	RISKS WRITTEN DURING THE YEAR.			Total Premiums.
		Fire.	Premiums.	Marine.	
Anglo-Nevada	San Francisco	\$25,879,277 00	\$400,255 37	\$15,438,501 00	\$552,242 91
California	San Francisco	31,327,622 00	422,801 43	5,357,069 00	571,135 56
Commercial	San Francisco	25,432,743 00	409,907 71	2,405,857 00	445,287 72
Fireman's Fund	San Francisco	82,730,812 00	1,114,209 60	16,279,326 00	1,405,957 46
Home Mutual	San Francisco	22,879,625 00	390,932 91		390,932 91
Oakland Home	Oakland	15,991,363 00	290,743 07		290,743 07
Southern California	Los Angeles	8,051,982 00	148,285 92		148,285 92
State Investment	San Francisco	23,370,361 00	301,658 86		301,658 86
Sun	San Francisco	17,787,714 00	243,293 38	1,522,723 00	325,758 21
Union	San Francisco	38,635,787 00	490,152 62	9,144,368 00	604,518 80
Totals		\$292,087,296 00	\$4,182,240 87	\$50,127,844 00	\$5,006,521 42

NAME.	Location.	RISKS IN FORCE DECEMBER 31, 1886.			Total Premiums.
		Fire.	Premiums.	Marine.	
Anglo-Nevada	San Francisco	\$18,261,873 00	\$288,791 88	\$1,803,078 00	\$326,837 76
California	San Francisco	29,996,376 00	420,416 98	1,277,100 00	494,379 77
Commercial	San Francisco	18,923,917 00	293,560 04	209,288 00	309,459 21
Fireman's Fund	San Francisco	74,943,082 00	1,002,921 91	1,275,378 00	1,084,970 86
Home Mutual	San Francisco	25,173,543 00	428,493 11		428,493 11
Oakland Home	Oakland	11,420,946 00	190,143 89		190,143 89
Southern California	Los Angeles	5,551,367 00	95,942 51		95,942 51
State Investment	San Francisco	12,592,180 00	227,884 86		227,884 86
Sun	San Francisco	13,535,944 00	199,570 53	707,850 00	244,687 60
Union	San Francisco	34,442,551 00	445,611 38	937,192 00	488,888 52
Totals		\$244,801,779 00	\$3,593,337 09	\$6,239,886 00	\$3,891,688 09

TABLE NO. 18.

Summary of Assets, Liabilities, Income, Expenditures, etc., and amount of Surplus over Capital Stock, of Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1886—Companies of other States.

NAME.	Location.	Cash Capital Paid Up.	Assets.	Liabilities, Capital not Included.	Income.
Æthna	Hartford	\$4,000,000 00	\$9,568,839 56	\$2,118,618 19	\$2,039,277 64
Agricultural	Watertown, New York	500,000 00	1,886,911 68	1,156,229 66	815,546 62
Amazon	Cincinnati	300,000 00	589,805 05	162,044 64	235,340 16
American	Newark	600,000 00	1,848,314 86	346,264 98	466,673 34
American Central	St. Louis	600,000 00	1,258,000 84	435,459 34	579,987 11
American Fire	Philadelphia	500,000 00	2,301,858 66	1,248,984 44	1,280,987 13
Boylston	Boston	557,200 00	916,320 79	187,859 11	306,133 94
Citizens'	St. Louis	200,000 00	441,557 11	53,627 50	105,346 26
Citizens'	New York	300,000 00	1,112,430 35	480,032 78	627,682 93
Clinton Fire	New York	250,000 00	463,665 49	143,383 83	257,711 88
Concordia Fire	Milwaukee	200,000 00	523,325 06	260,485 29	343,065 57
Connecticut Fire	Hartford	1,000,000 00	2,129,741 94	704,871 40	1,019,547 73
Continental	New York	1,000,000 00	5,239,981 28	2,865,124 35	3,232,525 35
Eliot	Boston	200,000 00	414,394 93	121,887 18	170,835 91
Fire Association of Philadelphia	Philadelphia	500,000 00	4,445,575 79	3,006,012 61	1,780,093 22
Firemen's	Baltimore	378,000 00	580,157 06	84,139 62	140,036 95
Firemen's	Newark	600,000 00	1,650,876 10	222,545 97	391,171 06
Franklin Fire	Philadelphia	400,000 00	3,177,105 90	1,809,258 42	638,416 22
German	Freeport, Illinois	200,000 00	2,044,703 53	1,388,853 73	1,325,078 09
German-American	New York	1,000,000 00	5,150,899 03	1,806,625 71	2,300,055 71
Germania Fire	New York	1,000,000 00	2,500,773 62	862,689 77	1,163,254 48
Girard	Philadelphia	300,000 00	1,357,468 17	454,982 87	419,019 49
Glen's Falls	Glen's Falls, New York	200,000 00	1,555,508 66	586,847 79	623,958 29
Hanover Fire	New York	1,000,000 00	2,546,674 95	1,005,771 28	1,263,896 45
Hartford Fire	Hartford	1,250,000 00	5,055,946 45	2,015,959 71	2,561,066 97
Home	New York	300,000 00	7,802,711 55	3,388,916 50	3,840,076 11
Howard	New York	400,000 00	751,629 14	270,235 85	437,707 08
Insurance Company of North America	Philadelphia	3,000,000 00	8,408,569 61	2,944,022 52	3,870,526 17
Insurance Company of the State of Pennsylvania	Philadelphia	200,000 00	637,538 02	245,498 24	217,401 95
Merchants'	Newark	400,000 00	1,258,816 84	435,633 32	600,865 41
Merchants'	New York	200,000 00	450,132 47	171,756 20	283,105 60
Michigan Fire and Marine	Detroit	200,000 00	366,602 06	102,528 54	176,159 15
National Fire	New York	200,000 00	393,402 98	127,139 40	206,017 46
National Fire	Hartford	1,000,000 00	1,958,506 83	395,038 34	610,532 36
New Hampshire Fire	Manchester	500,000 00	1,191,863 33	454,104 18	698,027 91

Niagara Fire.....	New York.....	500,000 00	2,260,479 86	1,271,139 69	1,573,757 72
North American.....	Boston.....	200,000 00	338,417 22	78,292 41	106,673 85
Oregon Fire and Marine.....	Portland.....	220,100 00	339,450 81	34,029 67	77,516 62
Orient.....	Hartford.....	1,000,000 00	1,604,485 79	471,599 34	694,993 01
Pacific Fire.....	New York.....	200,000 00	753,853 51	190,932 63	237,785 55
Pennsylvania Fire.....	Philadelphia.....	400,000 00	2,710,884 92	1,083,458 52	1,007,379 45
Phoenix.....	Brooklyn.....	1,000,000 00	5,397,925 39	3,840,538 61	5,759,999 27
Phoenix.....	Hartford.....	2,000,000 00	4,709,928 61	1,687,582 94	2,345,216 79
Prescott.....	Boston.....	200,000 00	416,545 06	164,120 72	232,671 63
Providence-Washington.....	Providence, Rhode Island.....	400,000 00	1,025,803 98	474,217 00	804,820 42
Saint Paul.....	St. Paul, Minnesota.....	500,000 00	1,448,026 48	599,350 96	993,204 45
Security.....	New Haven.....	200,000 00	508,848 37	211,502 96	328,806 32
Southern.....	New Orleans.....	300,000 00	427,600 39	107,885 53	237,402 46
Springfield Fire and Marine.....	Springfield, Massachusetts.....	1,000,000 00	3,044,915 24	1,365,094 32	1,691,033 19
Sun Mutual.....	New Orleans.....	495,800 00	940,561 43	193,080 06	320,694 48
Teutonia.....	New Orleans.....	250,000 00	408,665 94	68,716 99	157,439 53
Traders'.....	Chicago.....	500,000 00	1,368,271 48	365,147 82	564,390 04
Union.....	Philadelphia.....	375,000 00	782,073 57	376,186 78	495,888 91
United States Fire.....	New York.....	250,000 00	611,810 12	101,516 14	157,758 68
Washington Fire and Marine.....	Boston.....	1,000,000 00	1,949,467 11	773,852 93	1,219,968 61
Westchester Fire.....	New York.....	300,000 00	1,304,126 90	693,616 22	946,409 20
Williamsburg City Fire.....	Brooklyn.....	250,000 00	1,245,740 53	432,494 28	577,020 14
* Totals.....		\$37,676,100 00	\$115,569,822 40	\$46,848,389 96	\$56,556,643 66

TABLE No. 18—Continued.

NAME.	Location.	Expenditures.	Losses Incurred During the Year.	Net Surplus.
Ethna	Hartford	\$2,917,455 93	\$1,421,276 26	\$3,159,221 37
Agricultural	Watertown, New York	797,532 13	393,486 00	239,082 02
Amazon	Cincinnati	226,228 39	117,740 41	118,790 41
American	Newark	383,447 62	166,008 08	967,049 88
American Central	St. Louis	516,076 85	281,865 51	222,641 50
American Fire	Philadelphia	1,092,281 98	672,072 77	562,874 22
Boylston	Boston	329,682 70	174,761 68	171,961 68
Citizens'	St. Louis	99,169 09	52,876 00	187,929 61
Citizens'	New York	613,432 07	331,522 99	332,427 57
Clinton Fire	New York	254,123 18	121,298 00	70,281 06
Concordia Fire	Milwaukee	311,770 33	186,311 16	62,899 77
Connecticut Fire	Hartford	901,711 17	496,932 26	424,870 54
Continental	New York	3,111,401 31	1,684,155 35	1,374,836 93
Eliot	Boston	169,348 07	97,288 92	93,107 75
Fire Association of Philadelphia	Philadelphia	1,498,737 99	937,093 26	939,593 18
Firemen's	Baltimore	136,050 08	80,905 54	118,017 44
Firemen's	Newark	323,140 32	165,791 81	828,330 13
Franklin Fire	Philadelphia	575,939 01	244,442 03	907,847 48
German	Freeport, Illinois	1,126,277 91	608,757 52	255,849 80
German-American	New York	1,932,559 54	1,151,306 32	2,344,273 14
Germania Fire	New York	1,086,218 95	509,210 26	638,083 85
Girard	Philadelphia	344,934 46	133,566 95	602,485 30
Glen's Falls	Glen's Falls, New York	550,989 98	347,859 27	768,090 87
Hanover Fire	New York	1,245,295 48	651,879 73	540,063 67
Hartford Fire	Hartford	2,323,433 48	1,250,166 37	1,759,986 74
Hone	New York	3,679,528 47	2,005,861 21	1,413,735 05
Howard	New York	385,671 97	210,914 97	81,293 29
Insurance Company of North America	Philadelphia	4,376,136 76	2,691,256 19	2,464,547 09
Insurance Company of the State of Pennsylvania	Philadelphia	221,442 19	148,911 50	192,039 78
Merchants'	Newark	565,587 29	305,735 66	423,183 52
Merchants'	New York	288,849 16	170,354 26	78,376 27
Michigan Fire and Marine	Detroit	155,346 13	86,555 88	64,073 52
National Fire	New York	219,366 74	130,065 97	66,263 58
National Fire	Hartford	531,060 78	254,038 28	563,468 49
New Hampshire Fire	Manchester	567,711 23	338,092 98	237,739 15
Niagara Fire	New York	1,428,826 88	849,834 10	489,340 17
North American	Boston	106,529 68	49,727 22	60,124 81
Oregon Fire and Marine	Portland	46,154 83	32,242 44	84,721 14
Orient	Hartford	672,753 04	434,032 21	132,886 45

Pacific Fire	New York	250,239 03	133,261 58	362,920 88
Pennsylvania Fire	Philadelphia	911,718 50	514,316 76	1,227,426 40
Phoenix	Brooklyn	5,402,506 51	3,551,988 16	557,086 78
Phoenix	Hartford	2,212,423 61	1,194,508 10	1,022,345 67
Prescott	Boston	204,494 86	125,192 21	52,424 34
Providence-Washington	Providence, Rhode Island	689,111 80	463,225 45	151,586 98
Saint Paul	St. Paul, Minnesota	801,442 06	515,958 86	318,675 52
Security	New Haven	289,187 17	195,847 06	97,345 41
Southern	New Orleans	176,471 45	151,988 98	19,714 86
Springfield Fire and Marine	Springfield, Massachusetts	1,401,528 75	832,842 74	679,820 92
Sun Mutual	New Orleans	361,315 81	249,411 56	251,681 37
Teutonia	New Orleans	142,089 69	64,594 93	89,948 95
Traders'	Chicago	505,510 64	275,710 61	503,123 66
Union	Philadelphia	514,717 82	434,328 45	30,886 79
United States Fire	New York	129,207 81	49,517 25	260,293 98
Washington Fire and Marine	Boston	1,154,443 84	744,256 85	175,614 18
Westchester Fire	New York	813,885 01	482,325 76	310,510 68
Williamsburg City Fire	Brooklyn	531,473 11	243,460 52	563,246 25
Totals		\$52,759,822 37	\$30,181,506 93	\$31,045,292 44

TABLE No. 19.

Showing the various items composing the Assets of Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1886—Companies of other States.

NAME.	Location.	Real Estate.	Loans on Bonds and Mortgages.	Stock and Bonds Owned by the Company.	Loans on Stocks and other collateral securities.	Cash in Office and in Banks.
Attna.....	Hartford.....	\$358,336 70	\$43,595 00	\$7,843,486 00	\$11,180 00	\$397,516 64
Agricultural.....	Watertown, N. Y.....	155,417 46	990,909 77	401,528 30	54,213 77	108,987 13
Amazon.....	Cincinnati.....	117,300 00	51,161 86	145,397 50	291,610 00	32,449 08
American.....	Newark.....	374,357 75	727,182 00	637,590 00	---	65,829 95
American Central.....	St. Louis.....	---	---	985,590 00	105,000 00	97,452 37
American Fire.....	Philadelphia.....	185,673 00	728,039 50	1,162,417 42	72,900 00	99,751 94
Boylston.....	Boston.....	13,000 00	163,000 00	579,908 00	50,400 00	64,586 84
Citizens'.....	St. Louis.....	11,100 00	31,500 00	273,390 00	105,000 00	8,297 89
Citizens'.....	New York.....	142,000 00	55,900 00	588,400 00	219,400 00	31,513 92
Clinton Fire.....	New York.....	---	26,400 00	388,148 75	---	9,959 56
Concordia Fire.....	Milwaukee.....	---	288,795 00	148,125 00	500 00	42,004 20
Connecticut Fire.....	Hartford.....	81,450 00	564,850 00	1,250,047 00	8,050 00	147,106 30
Continental.....	New York.....	693,500 00	304,810 00	3,251,476 40	70,300 00	336,880 97
Eliot.....	Boston.....	---	65,200 00	294,273 50	5,000 00	29,177 67
Fire Association of Philadelphia.....	Philadelphia.....	58,650 00	1,208,937 98	2,762,018 50	96,800 00	152,749 72
Firemen's.....	Baltimore.....	146,875 00	---	398,738 16	5,000 00	15,359 08
Franklin Fire.....	Newark.....	137,144 91	772,324 00	670,181 67	15,875 00	35,406 36
German.....	Philadelphia.....	414,600 00	834,714 67	1,150,728 43	593,600 00	116,983 83
German-American.....	Freeport, Ill.....	15,000 00	943,114 00	189,926 70	52,900 00	227,362 88
Germania Fire.....	New York.....	---	---	4,905,665 00	---	73,923 57
Girard.....	New York.....	535,000 00	96,500 00	1,600,297 50	6,400 00	91,709 21
Glen's Falls.....	Philadelphia.....	392,500 00	553,399 99	275,010 00	---	82,756 55
Hanover Fire.....	Glen's Falls, N. Y.....	14,025 00	510,663 75	788,300 00	30,000 00	187,164 32
Hartford Fire.....	New York.....	---	97,500 00	2,213,180 00	66,000 00	71,568 88
Home.....	Hartford.....	653,575 60	1,173,900 00	2,407,945 50	352,675 75	352,675 75
Howard.....	New York.....	1,378,991 22	705,000 00	4,736,628 75	449,000 00	237,312 85
Insurance Company of North America.....	New York.....	150,000 00	5,900 00	4,521,620 00	---	29,650 12
Insurance Company of the State of Pennsylvania.....	Philadelphia.....	363,003 59	1,976,644 97	4,857,480 00	16,100 00	485,539 87
Merchants'.....	Philadelphia.....	128,800 00	123,550 00	310,494 20	15,000 00	16,488 51
Merchants'.....	Newark.....	125,782 47	445,927 00	554,648 00	14,900 00	39,038 00
Michigan Fire and Marine.....	New York.....	---	103,600 00	282,826 25	9,300 00	34,255 24
National Fire.....	Detroit.....	8,469 33	280,809 50	29,525 00	1,500 00	26,228 01
---	New York.....	---	44,938 98	280,530 00	30,000 00	16,611 60

National Fire.....	Hartford.....	24,478 40	591,500 00	1,067,882 00	5,850 00	190,086 05
New Hampshire Fire.....	Manchester.....		198,846 86	860,145 00	32,912 50	47,923 94
Niagara Fire.....	New York.....	113,000 00	34,300 00	1,701,956 00	39,500 00	125,249 62
North American.....	Boston.....	12,308 23	38,074 82	234,329 00	11,800 00	26,304 15
Oregon Fire and Marine.....	Portland.....		203,050 00	114,116 56		7,048 80
Orient.....	Hartford.....	34,197 43	269,575 00	1,077,733 03	82,450 00	55,908 92
Pacific Fire.....	New York.....	70,000 00	140,250 00	489,512 50	8,025 00	14,941 92
Pennsylvania Fire.....	Philadelphia.....	110,000 00	332,370 00	1,838,933 00	261,700 00	63,572 65
Phoenix.....	Brooklyn.....	1,082,787 53	294,900 00	2,607,108 90	495,135 76	495,135 83
Phoenix.....	Hartford.....	210,321 98	711,650 00	3,365,961 32	52,120 00	155,646 17
Prescott.....	Boston.....			380,706 00		9,859 12
Providence-Washington.....	Providence, R. I.....			825,590 00		58,366 50
Saint Paul.....	St. Paul, Minn.....	104,433 61	321,073 71	505,219 75	320,061 44	90,712 63
Security.....	New Haven.....	974 26	109,750 00	299,053 50	22,500 00	38,346 31
Southern.....	New Orleans.....			303,485 00	36,196 16	50,289 54
Springfield Fire and Marine.....	Springfield, Mass.....	96,353 00	262,850 00	2,267,590 00	26,900 00	128,029 31
Sun Mutual.....	New Orleans.....	88,000 00	41,606 57	523,876 80	94,549 88	84,832 98
Teutonia.....	New Orleans.....	37,750 00	68,291 66	179,884 75	53,475 00	32,207 98
Traders'.....	Chicago.....	13,695 98	105,000 00	1,111,837 50		73,271 93
Union.....	Philadelphia.....	208,000 00	9,500 00	410,892 00	953 63	23,962 47
United States Fire.....	New York.....		287,700 00	293,250 00		10,383 31
Washington Fire and Marine.....	Boston.....	300,000 00	41,000 00	1,276,440 00	41,000 00	86,349 00
Westchester Fire.....	New York.....	2,000 00	249,250 00	836,200 00	51,500 00	80,106 78
Williamsburg City Fire.....	Brooklyn.....	392,263 90	252,150 00	493,707 10	1,350 00	29,676 83
Totals.....		\$9,555,056 35	\$18,480,556 59	\$70,101,250 74	\$3,532,531 14	\$6,333,042 24

TABLE No. 19—Continued.

NAME.	Location.	Interest Due and Accrued.	Premiums in course of Collection.	Bills Receivable, not matured, taken for Marine and Inland Risks.	All other Assets.	Total Assets.
Ætna	Hartford	\$1,345 02	\$374,380 20	\$18,366 82		\$9,508,839 56
Agricultural	Watertown, N. Y.	32,070 35	64,808 08	450 50	\$900 00	1,886,911 08
Amazon	Cincinnati	1,887 95	28,880 23		1,007 93	580,805 05
American	Newark	18,000 82	20,158 46		5,285 88	1,848,314 86
American Central	St. Louis		70,048 47			1,258,000 84
American Fire	Philadelphia	12,946 00	32,804 36			2,301,858 66
Boylston	Boston	4,158 00	27,322 22			916,320 79
Citizens'	St. Louis	942 50	11,156 72	13,885 73	7,315 84	
Citizens'	New York	5,353 17	65,488 25			441,557 11
Clinton Fire	New York	1,685 54	37,491 64		4,202 01	1,112,460 35
Concordia Fire	Milwaukee	5,672 97	38,227 89			463,665 49
Connecticut Fire	Hartford		78,238 64			523,325 06
Continental	New York	36,894 62	292,876 40	307,742 89	5,500 00	2,150,741 94
Eliot	Boston	4,163 45	26,070 09	110 72		5,230,981 28
Fire Association of Philadelphia	Philadelphia	31,053 63	134,515 41			414,994 93
Firemen's	Baltimore	6,971 00	5,681 41		850 35	4,445,575 79
Firemen's	Newark	12,827 85	6,313 31		1,532 41	580,157 06
Franklin Fire	Philadelphia	13,746 89	49,782 08		803 00	1,650,876 10
German	Freeport, Ill.	50,680 70	95,385 50			3,177,105 90
German-American	New York	875 00	170,435 46			2,044,703 53
Germania Fire	New York	1,530 00	113,883 58		469,713 75	5,150,860 03
Girard	Philadelphia	10,591 30	33,445 82			2,500,773 62
Glen's Falls	Glen's Falls, N. Y.	10,502 15	44,578 44	275 00	1,883 33	1,357,468 17
Hanover Fire	New York	8,327 09	126,098 98		3,384 51	1,535,508 06
Hartford Fire	Hartford	24,571 76	359,042 74			2,546,674 95
Home	New York	22,495 40	155,328 66		18,235 10	5,035,946 45
Howard	New York	811 83	42,980 52	117,954 67		7,802,711 55
Insurance Company of North America	New York	25,442 37	464,201 16		666 67	751,929 14
Insurance Company of the State of Pennsylvania	Philadelphia	3,521 83	11,973 46	120,157 65		8,408,503 61
Merchants'	Philadelphia	16,761 00	61,560 28	6,292 85	21,417 17	637,538 02
Merchants'	Newark	2,703 24	17,447 74		1,100 00	1,258,810 84
Michigan Fire and Marine	New York	7,048 83	13,021 39			450,132 47
National Fire	Detroit	715 21	20,547 19			395,902 06
National Fire	New York	21,730 38	57,000 00			393,402 98
New Hampshire Fire	Hartford	7,965 00	44,040 03			1,958,503 83
Niagara Fire	Manchester	19,074 83	254,254 03			1,191,863 33
North American	New York	1,787 27	10,320 20		3,145 38	2,260,479 86
	Boston				3,493 55	338,417 22

Oregon Fire and Marine.....	Portland.....	4,211 25	11,021 60	-----	-----	2 60	339,450 81
Orient.....	Hartford.....	22,123 73	62,439 03	-----	-----	58 65	1,604,485 79
Pacific Fire.....	New York.....	5,702 44	24,747 77	-----	-----	673 88	753,853 51
Pennsylvania Fire.....	Philadelphia.....	7,284 78	97,021 49	-----	-----	-----	2,710,884 92
Phoenix.....	Brooklyn.....	11,716 42	681,985 59	-----	-----	3,247 81	5,397,625 39
Phoenix.....	Hartford.....	18,372 36	194,738 05	-----	-----	1,118 73	4,709,928 61
Prescott.....	Boston.....	2,283 32	23,696 62	-----	140,284 55	-----	416,545 06
Providence-Washington.....	Providence, R. I.....	-----	67,297 91	-----	74,549 57	-----	1,025,803 93
Saint Paul.....	St. Paul, Minn.....	23,786 18	60,598 77	-----	21,822 89	317 50	1,448,026 48
Security.....	New Haven.....	1,877 89	32,369 27	-----	3,703 00	274 14	508,848 37
Southern.....	New Orleans.....	-----	37,629 69	-----	-----	-----	427,000 39
Springfield Fire and Marine.....	Springfield, Mass.....	31,347 00	171,650 00	-----	59,254 96	940 97	3,044,915 24
Sun Mutual.....	New Orleans.....	-----	100,000 00	-----	7,685 20	-----	940,361 43
Teutonia.....	Chicago.....	-----	23,192 48	-----	3,370 57	10,493 50	408,965 94
Traders'.....	Philadelphia.....	1,400 00	47,411 16	-----	-----	15,654 91	1,368,271 48
Union.....	New York.....	2,448 95	119,411 39	-----	2,115 00	4,790 13	782,073 57
United States Fire.....	Boston.....	1,771 67	18,705 14	-----	-----	-----	611,810 12
Washington Fire and Marine.....	New York.....	5,343 00	105,384 89	-----	93,362 62	587 00	1,949,467 11
Westchester Fire.....	Brooklyn.....	2,287 24	92,782 88	-----	-----	-----	1,304,126 90
Williamsburg City Fire.....	-----	13,996 44	52,400 18	-----	-----	10,256 08	1,245,740 53
Totals.....	-----	\$582,821 22	\$5,333,975 95	\$991,395 19	\$599,192 98	-----	\$115,569,822 40

TABLE No. 20.

Showing the various items composing the Liabilities, except Capital Stock, of Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1886—Companies of other States.

NAME.	Location.	Losses Adjusted.	Losses Unadjusted.	Losses Reinstated.	Cash Dividends.	Fire Reinsurance.
Alma.....	Hartford	\$46,023 81	\$191,231 51	\$13,743 00	-----	\$1,780,258 73
Agricultural.....	Watertown, N. Y.	26,903 17	10,496 25	21,500 00	-----	1,007,330 24
Amazon.....	Cincinnati	9,324 18	7,725 00	2,500 00	\$275 10	137,689 37
American.....	Newark	8,373 55	13,500 59	1,900 00	11,940 70	301,103 75
American Central.....	St. Louis	12,400 16	39,064 64	13,738 30	-----	339,038 97
American Fire.....	Philadelphia	32,939 94	89,544 10	17,588 68	985 00	1,106,048 22
Boylston.....	Boston	-----	30,875 00	-----	-----	144,875 06
Citizens'.....	St. Louis	2,033 00	5,445 00	2,193 00	-----	42,035 50
Citizens'.....	New York	27,558 32	41,086 84	5,777 45	212 00	398,747 02
Clinton Fire.....	New York	3,248 67	5,970 00	1,000 00	-----	127,541 42
Concordia Fire.....	Milwaukee	12,687 81	12,687 81	1,700 00	132 00	232,242 53
Connecticut Fire.....	Hartford	6,123 85	73,441 48	19,810 84	-----	611,619 08
Continental.....	New York	-----	362,680 30	54,076 00	646 80	2,350,850 53
Eliot.....	Boston	8,921 00	12,132 00	-----	325 00	96,384 18
Fire Association of Philadelphia.....	Philadelphia	59,313 45	49,088 65	23,205 24	-----	2,874,405 27
Firemen's.....	Baltimore	6,847 48	2,500 25	7,500 00	324 15	68,234 77
Firemen's.....	Newark	-----	20,485 28	-----	392 50	193,412 94
Franklin Fire.....	Philadelphia	16,195 20	12,704 00	6,500 00	-----	1,773,466 72
German.....	Freeport, Ill.	36,723 35	45,055 00	3,800 00	-----	1,403,042 11
German-American.....	New York	29,555 02	129,620 99	19,634 22	-----	1,007,463 23
Germania Fire.....	New York	43,326 82	21,672 80	20,408 40	-----	777,281 75
Girard.....	Philadelphia	6,331 88	15,230 44	2,693 00	-----	418,803 23
Glen's Falls.....	Glen's Falls, N. Y.	18,631 34	17,800 99	6,750 00	-----	536,704 11
Hanover Fire.....	New York	59,413 48	54,440 08	24,961 67	-----	865,636 45
Hartford Fire.....	Hartford	59,197 44	110,294 82	48,535 22	-----	1,704,982 23
Home.....	New York	69,484 75	224,745 36	51,038 39	445 20	3,038,048 00
Howard.....	New York	25,021 10	-----	2,486 50	-----	236,949 36
Insurance Company of North America.....	New York	37,061 73	269,023 63	40,686 24	-----	2,451,038 27
Insurance Company of the State of Pennsylvania.....	Philadelphia	51,132 00	23,414 43	8,650 00	1,020 00	179,489 40
Merchants'.....	Philadelphia	18,356 85	1,000 00	-----	-----	361,965 12
Merchants'.....	Newark	22,161 80	3,425 00	-----	-----	145,601 90
Michigan Fire and Marine.....	Detroit	6,679 58	-----	-----	-----	92,423 93
National Fire.....	New York	18,561 65	-----	3,625 00	-----	103,789 21
National Fire.....	Hartford	24,192 72	22,700 00	6,467 70	-----	341,677 92

New Hampshire Fire	Manchester	20,422 00	40,000 00	2,500 00	382,382 18
Niagara Fire	New York	156,320 00	1,295 12	17,180 00	1,087,221 19
North American	Boston	4,531 98			67,977 11
Oregon Fire and Marine	Portland	1,485 62			31,653 25
Orient	Hartford	82,405 32		2,250 00	386,944 02
Pacific Fire	New York	17,975 00	9,475 00	1,150 00	157,483 60
Pennsylvania Fire	Philadelphia	60,675 15			1,022,783 37
Phoenix	Brooklyn		324,348 83	29,411 00	3,274,176 64
Phoenix	Hartford	182,028 30		21,562 00	1,483,992 64
Prescott	Boston	11,907 35	8,572 82	940 52	138,089 93
Providence-Washington	Providence, R. I.	10,349 58	68,726 46	16,412 69	316,734 49
Saint Paul	St. Paul, Minn.	14,797 94	42,727 24	9,000 00	517,135 78
Security	New Haven	7,795 88	19,353 11	1,500 00	151,410 15
Southern	New Orleans	23,183 95	8,707 06	3,065 00	70,842 00
Springfield Fire and Marine	Springfield, Mass.	52,818 45	82,681 52	20,320 67	1,183,526 18
Sun Mutual	New Orleans	50,877 25			123,753 00
Teutonia	New Orleans	4,600 44		3,000 00	60,536 55
Traders	Chicago	22,435 78	17,058 78	8,952 77	292,774 38
Union	Philadelphia	23,349 99	10,167 76	16,298 33	204,544 33
United States Fire	New York	2,876 39	6,940 00		71,324 29
Washington Fire and Marine	Boston		127,420 00		574,072 13
Westchester Fire	New York	13,492 62	31,133 51	2,000 00	636,095 21
Williamsburg City Fire	Brooklyn	4,088 04	21,480 73	7,200 00	379,983 77
Totals		\$1,561,164 32	\$2,740,430 18	\$594,311 83	\$40,703,286 74

TABLE No. 20—Continued.

NAME.	Location.	Marine Reinsurance.	All Other Claims.	Total Liabilities, Capital not included.	Not Surplus.
Ætna.....	Hartford.....	\$10,692 15	\$76,638 99	\$2,118,618 19	\$3,450,221 37
Agricultural.....	Watertown, N. Y.....			1,150,229 66	290,982 02
Amazon.....	Cincinnati.....		4,530 99	162,044 64	118,740 41
American.....	Newark.....		10,346 39	346,264 98	902,049 88
American Central.....	St. Louis.....		10,507 27	435,459 34	222,541 50
American Fire.....	Philadelphia.....		1,858 50	1,248,984 44	552,874 22
Boylston.....	Boston.....		2,578 15	187,869 11	171,261 68
Citizens'.....	St. Louis.....	9,530 90	1,921 00	53,027 50	187,929 61
Citizens'.....	New York.....		6,651 15	480,032 78	332,427 57
Clinton Fire.....	New York.....		5,623 74	143,383 83	70,281 66
Concordia Fire.....	Milwaukee.....		7,999 10	290,485 29	62,839 77
Connecticut Fire.....	Hartford.....			704,871 40	424,870 54
Continental.....	New York.....	32,950 00	63,920 72	2,865,124 35	1,374,836 93
Eliot.....	Boston.....		4,125 00	121,887 18	93,107 75
Fire Association of Philadelphia.....	Philadelphia.....			3,006,012 61	939,563 18
Firemen's.....	Baltimore.....		672 96	84,139 62	118,017 44
Firemen's.....	Newark.....		2,647 75	222,545 97	828,390 13
Franklin Fire.....	Philadelphia.....			1,869,258 42	967,847 48
German.....	Freeport, Ill.....		36,633 27	1,588,853 73	255,849 80
German-American.....	New York.....		20,352 43	1,806,625 89	2,344,273 14
Germania Fire.....	New York.....			862,689 77	638,083 85
Girard.....	Philadelphia.....		11,844 32	454,982 87	602,485 30
Glen's Falls.....	Glen's Falls, N. Y.....		6,901 35	586,847 79	768,610 87
Hanover Fire.....	New York.....		1,319 60	1,005,771 28	540,963 67
Hartford Fire.....	Hartford.....		33,000 00	2,015,959 71	1,780,986 74
Home.....	New York.....		5,000 00	3,388,916 50	1,413,796 05
Howard.....	New York.....	2,212 81	3,120 88	270,235 85	81,393 29
Insurance Company of North America.....	Philadelphia.....	119,786 33	26,396 32	2,944,022 52	2,464,547 09
Insurance Company of the State of Pennsylvania.....	Philadelphia.....	14,926 84		245,498 24	192,039 78
Merchants'.....	Newark.....		22,226 92	435,033 32	423,183 52
Merchants'.....	New York.....		1,650 00	171,756 20	78,376 27
Michigan Fire and Marine.....	Detroit.....			102,528 54	64,073 52
National Fire.....	New York.....		1,463 54	127,439 40	66,263 58
National Fire.....	Hartford.....			395,038 34	563,468 49
New Hampshire Fire.....	Manchester.....		8,800 00	454,104 18	287,759 15
Niagara Fire.....	New York.....		10,000 00	1,271,139 69	489,340 17

North American.....	-----	-----	4,488 20	78,292 41	60,124 81
Oregon Fire and Marine.....	-----	-----	1,490 80	34,629 67	84,721 14
Orient.....	-----	-----	-----	471,599 34	132,886 45
Pacific Fire.....	-----	-----	-----	190,932 63	362,920 88
Pennsylvania Fire.....	-----	-----	-----	1,033,458 52	1,227,426 40
Phoenix.....	-----	-----	-----	3,840,538 61	557,086 78
Phenix.....	-----	-----	192,710 33	1,687,582 94	1,022,345 67
Prescott.....	-----	-----	-----	164,120 72	52,424 34
Providence-Washington.....	-----	-----	-----	474,217 00	151,586 98
Saint Paul.....	-----	-----	-----	599,350 96	348,675 52
Security.....	-----	-----	-----	211,502 96	97,345 41
Southern.....	-----	-----	-----	107,885 53	19,714 86
Springfield Fire and Marine.....	-----	-----	-----	1,365,094 32	679,820 92
Sun Mutual.....	-----	-----	-----	193,080 06	251,081 37
Teutonia.....	-----	-----	118 00	68,716 99	89,948 95
Traders'.....	-----	-----	-----	365,147 82	503,123 66
Union.....	-----	-----	-----	376,186 78	30,886 79
United States Fire.....	-----	-----	10,306 85	101,516 14	260,293 98
Washington Fire and Marine.....	-----	-----	5,000 68	14,774 78	175,614 18
Westchester Fire.....	-----	-----	71,161 01	4,199 79	310,510 68
Williamsburg City Fire.....	-----	-----	-----	10,894 88	563,246 25
Totals.....	-----	-----	\$574,815 74	\$40,848,389 96	\$31,045,292 44

TABLE No. 21.

Showing the various items composing the Income of the Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1886—Companies of other States.

NAME.	Location.	Fire Premiums.	Marine Premiums.	Interest on Bonds and Mortgages.
Alma	Hartford	\$2,470,798 97	\$171,951 29	\$2,344 88
Agricultural	Watertown, New York	732,833 51	-----	57,341 53
Amazon	Cincinnati	215,826 85	-----	2,183 10
American	Newark	390,105 90	-----	41,244 18
American Central	St. Louis	517,068 70	-----	-----
American Fire	Philadelphia	1,172,783 32	-----	-----
Boylston	Boston	185,011 85	-----	26,179 96
Citizens'	St. Louis	73,058 79	81,397 50	8,727 00
Clinton Fire	New York	586,864 05	4,891 79	3,935 00
Concordia Fire	New York	241,035 43	-----	3,414 00
Connecticut Fire	Milwaukee	317,117 58	-----	1,340 00
Continental	Hartford	925,438 49	-----	17,133 14
Eliot	New York	2,617,122 53	358,992 65	30,280 78
Fire Association of Philadelphia	Boston	154,365 50	-----	20,297 02
Firemen's	Philadelphia	1,568,596 26	-----	2,907 60
Franklin Fire	Baltimore	113,817 33	-----	71,353 31
German	Newark	303,149 24	-----	43,991 31
German-American	Philadelphia	495,975 16	-----	65,742 63
Germania Fire	Freeport, Illinois	1,228,224 51	-----	-----
Girard	New York	2,117,862 82	-----	-----
Glen's Falls	New York	1,033,080 21	-----	-----
Hanover Fire	Philadelphia	360,143 02	-----	6,376 66
Hartford Fire	Glen's Falls, New York	560,450 90	-----	32,670 36
Home	New York	1,175,893 81	-----	29,305 93
Howard	Hartford	2,350,371 59	-----	5,151 98
Insurance Company of North America	New York	3,541,008 30	-----	(40,225 19
Insurance Company of the State of Pennsylvania	New York	400,881 87	4,896 78	50,474 29
Merchants'	Philadelphia	2,204,132 29	1,293,889 90	354 00
Merchants'	Philadelphia	148,153 23	46,910 10	115,217 22
Michigan Fire and Marine	Newark	544,424 65	-----	3,282 22
National Fire	New York	206,048 52	-----	27,849 91
National Fire	Detroit	156,746 64	1,342 50	4,111 62
National Fire	New York	196,241 41	-----	17,582 34
National Fire	Hartford	517,629 65	-----	2,743 17
				33,125 76

New Hampshire Fire.....	Manchest.	615,300 28	10,233 78
Niagara Fire.....	New York	1,500,661 40	2,193 00
North American.....	Boston	92,053 77	2,312 50
Oregon Fire and Marine.....	Portland	55,048 02	22,468 60
Orient.....	Hartford	622,351 90	15,149 82
Pacific Fire.....	New York	211,697 12	4,596 41
Pennsylvania Fire.....	Philadelphia	889,401 68	12,459 28
Phoenix.....	Brooklyn	4,185,864 48	16,796 56
Phoenix.....	Hartford	2,130,077 59	31,964 46
Prescott.....	Boston	213,812 81	---
Providence-Washington.....	Providence, Rhode Island	448,895 80	---
Saint Paul	St. Paul, Minnesota	788,659 86	21,028 68
Security.....	New Haven	254,166 56	2,235 17
Southern.....	New Orleans	202,426 76	---
Springfield Fire and Marine	Springfield, Massachusetts	1,568,963 49	16,176 27
Sun Mutual	New Orleans	274,407 23	---
Teutonia.....	New Orleans	111,850 82	---
Traders.....	Chicago	507,865 62	---
Union.....	Philadelphia	205,940 81	5,400 00
United States Fire.....	New York	115,699 92	475 00
Washington Fire and Marine	Boston	843,551 68	15,350 02
Westchester Fire.....	New York	899,759 64	2,025 00
Williamsburg City Fire	Brooklyn	536,773 75	11,389 21
Totals.....		\$47,254,108 20	5,675 46
		\$4,333,161 33	\$984,685 31

TABLE No. 21—Continued.

NAME.	Location.	Interest and Dividends from other sources.	Rents.	Received from all other sources.	Total Income.
Aetna.....	Hartford.....	\$405,511 16	\$8,671 43	-----	\$3,050,277 64
Agricultural.....	Watertown, New York.....	19,282 17	6,032 41	-----	815,509 62
Amazon.....	Cincinnati.....	14,395 11	2,927 54	\$7 55	235,340 16
American.....	Newark.....	27,000 00	8,322 26	-----	493,673 34
American Central.....	St. Louis.....	62,918 41	-----	-----	579,987 11
American Fire.....	Philadelphia.....	51,593 38	-----	30,520 47	1,280,987 13
Boylston.....	Boston.....	30,980 02	-----	17 56	306,133 94
Citizens'.....	St. Louis.....	17,489 68	-----	-----	105,395 26
Citizens'.....	New York.....	30,813 04	5,342 53	1,248 70	627,982 93
Clinton Fire.....	New York.....	15,336 45	-----	-----	257,711 88
Concordia Fire.....	Milwaukee.....	8,694 85	-----	60 00	343,005 57
Connecticut Fire.....	Hartford.....	63,898 46	-----	-----	1,019,547 73
Continental.....	New York.....	196,586 32	39,587 43	-----	3,232,525 35
Eliot.....	Boston.....	13,421 52	-----	141 29	170,835 91
Fire Association of Philadelphia.....	Philadelphia.....	131,195 00	4,448 04	4,473 61	1,780,066 22
Firemen's.....	Baltimore.....	19,542 64	6,676 98	-----	140,036 95
Firemen's.....	Newark.....	35,609 58	8,281 08	200 45	391,171 66
Franklin Fire.....	Philadelphia.....	54,962 20	19,028 73	2,707 50	638,416 22
German.....	Freeport, Illinois.....	92,355 15	-----	4,408 43	1,325,078 69
German-American.....	New York.....	182,193 19	-----	-----	2,300,055 71
Germania Fire.....	New York.....	71,581 64	22,215 97	-----	1,163,254 48
Girard.....	Philadelphia.....	15,334 30	10,871 81	-----	419,019 49
Glen's Falls.....	Glen's Falls, New York.....	33,959 46	242 00	-----	623,958 29
Hanover Fire.....	New York.....	88,847 66	-----	-----	1,269,896 45
Hartford Fire.....	Hartford.....	127,939 67	22,500 52	-----	2,561,066 97
Home.....	New York.....	247,993 52	-----	-----	3,840,076 11
Howard.....	New York.....	21,974 43	9,600 00	-----	437,707 08
Insurance Company of North America.....	Philadelphia.....	248,059 57	-----	39,227 19	3,870,526 17
Insurance Company of the State of Pennsylvania.....	Philadelphia.....	14,310 17	4,580 89	115 34	217,401 95
Merchant's.....	Newark.....	25,018 30	3,572 55	-----	600,865 41
Merchant's.....	New York.....	11,602 96	-----	-----	283,105 00
Michigan Fire and Marine.....	Detroit.....	1,830 17	-----	-----	176,159 15
National Fire.....	New York.....	10,032 88	-----	-----	209,017 46
National Fire.....	Hartford.....	57,404 70	2,372 25	-----	610,332 36
New Hampshire Fire.....	Manchester.....	42,493 85	-----	-----	698,027 91
Niagara Fire.....	New York.....	65,245 90	5,657 42	-----	1,573,757 72
North American.....	Boston.....	11,513 07	248 26	-----	106,673 85
Oregon Fire and Marine.....	Portland.....	-----	-----	546 25	77,516 62

Orient	Hartford	56,618 34	862 95	694,993 01
Pacific Fire	New York	19,155 37	2,366 65	237,785 55
Pennsylvania Fire	Philadelphia	103,552 85	1,465 81	1,007,379 45
Phoenix	Brooklyn	116,734 86	10,823 09	5,759,999 27
Phoenix	Hartford	178,447 31	4,727 43	2,345,216 79
Prescott	Boston	16,952 44	---	232,671 63
Providence-Washington	Providence, Rhode Island	34,001 60	---	804,820 42
Saint Paul	St. Paul, Minnesota	64,251 13	---	993,214 49
Security	New Haven	19,425 32	9,257 90	328,805 32
Southern	New Orleans	17,657 08	---	237,402 46
Springfield Fire and Marine	Springfield, Massachusetts	101,652 43	4,241 00	1,691,033 19
Sun Mutual	New Orleans	46,287 25	---	320,694 48
Teutonia	New Orleans	20,538 63	---	157,439 53
Traders'	Chicago	49,089 20	---	564,330 04
Union	Philadelphia	21,563 61	8,285 23	495,888 91
United States Fire	New York	11,522 22	---	157,758 68
Washington Fire and Marine	Boston	66,048 46	840 36	1,219,668 61
Westchester Fire	New York	33,538 22	1,722 13	946,409 20
Williamsburg City Fire	Brooklyn	16,869 14	17,701 79	577,020 14
Totals	---	\$3,562,696 04	\$253,494 44	\$56,556,643 66
			\$168,498 34	

TABLE No. 22.

Showing the various items composing the Expenditures of Fire and Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1886—Companies of other States.

NAME.	Location.	Fire Losses.	Marine Losses.	Dividends.	Brokerage and Commission.
Aetna	Hartford	\$1,337,415 53	\$91,640 04	\$720,000 00	\$400,648 53
Agricultural	Watertown, New York	392,888 79	---	50,025 00	171,379 34
Amazon	Cincinnati	121,277 36	---	17,840 10	45,240 41
American	Newark	165,166 02	---	67,160 20	62,587 75
American Central	St. Louis	267,623 53	---	57,000 00	75,318 81
American Fire	Philadelphia	635,320 59	---	39,747 00	221,971 87
Boylston	Boston	116,514 08	77,557 46	35,208 30	40,774 51
Citizens'	St. Louis	52,574 86	640 54	12,000 00	13,847 14
Citizens'	New York	324,995 46	---	29,941 10	102,476 22
Clinton Fire	New York	122,052 40	---	25,000 00	47,796 98
Concordia Fire	Milwaukee	181,498 25	---	15,924 00	69,512 65
Connecticut Fire	Hartford	494,076 51	---	80,000 00	141,963 12
Continental	New York	1,417,575 04	337,293 61	153,830 60	569,435 96
Eliot	Boston	90,393 92	---	19,885 00	32,424 77
Fire Association of Philadelphia	Philadelphia	950,888 56	---	200,000 00	326,058 09
Firemen's	Baltimore	73,385 60	---	22,818 62	17,018 51
Firemen's	Newark	157,637 60	---	72,047 57	52,140 62
Franklin Fire	Philadelphia	246,817 05	---	99,967 50	80,484 35
German	Freeport, Illinois	598,456 17	---	40,000 00	341,803 26
German-American	New York	1,012,917 01	---	150,000 00	337,040 13
Germania Fire	New York	598,954 73	---	100,000 00	150,787 35
Girard	Philadelphia	124,091 92	---	75,000 00	69,441 80
Glen's Falls	Glen's Falls, New York	331,294 25	---	20,000 00	102,719 93
Hanover Fire	New York	632,184 49	---	100,000 00	214,291 09
Hartford Fire	Hartford	1,318,007 72	---	250,000 00	353,088 98
Home	New York	2,003,889 61	---	300,000 00	615,504 56
Howard	New York	217,765 60	---	11,595 30	78,849 86
Insurance Company of North America	Philadelphia	1,235,500 23	1,480,866 95	600,000 00	544,215 80
Insurance Company of the State of Pennsylvania	Philadelphia	80,054 11	41,775 49	20,290 00	38,872 72
Merchants'	Newark	323,118 57	---	39,187 60	98,866 76
Merchants'	New York	166,711 20	---	14,000 00	67,877 74
Michigan Fire and Marine	Detroit	86,278 55	---	8,000 00	27,710 99
National Fire	New York	124,817 84	---	16,000 00	44,604 29
National Fire	Hartford	261,404 71	---	100,000 00	83,334 76
New Hampshire Fire	Manchester	325,589 58	---	40,000 00	121,902 91

Niagara Fire.....	New York.....	824,536 11	50,277 00	242,683 63
North American.....	Boston.....	51,259 45	14,000 00	15,695 91
Oregon Fire and Marine.....	Portland.....	27,538 56	-----	6,116 93
Orient.....	Hartford.....	416,665 05	30,000 00	106,519 89
Pacific Fire.....	New York.....	130,426 58	24,000 00	42,346 28
Pennsylvania Fire.....	Philadelphia.....	557,639 75	50,000 00	207,408 42
Phenix.....	Brooklyn.....	2,082,493 02	1,459,808 94	974,921 21
Phonix.....	Hartford.....	1,232,440 61	280,000 00	351,201 13
Prescott.....	Boston.....	115,015 49	12,000 00	42,469 74
Providence-Washington.....	Providence, Rhode Island.....	243,175 93	32,000 00	123,658 04
Saint Paul.....	St. Paul, Minnesota.....	429,368 85	50,000 00	160,332 80
Security.....	New Haven.....	141,042 57	16,000 00	55,529 89
Southern.....	New Orleans.....	120,616 67	14,635 75	-----
Springfield Fire and Marine.....	Springfield, Massachusetts.....	822,898 74	100,000 00	225,001 85
Sun Mutual.....	New Orleans.....	247,322 31	48,612 50	-----
Teutonia.....	New Orleans.....	64,594 93	12,500 00	20,109 90
Traders'.....	Chicago.....	298,660 29	50,000 00	81,577 81
Union.....	Philadelphia.....	142,659 49	14 40	91,711 09
United States Fire.....	New York.....	42,253 64	25,041 25	25,020 21
Washington Fire and Marine.....	Boston.....	455,677 18	60,000 00	184,231 05
Westchester Fire.....	New York.....	477,703 11	30,000 00	161,019 03
Williamsburg City Fire.....	Brooklyn.....	248,021 18	50,105 00	123,917 18
Totals.....		\$25,739,146 95	\$4,648,653 79	\$9,004,724 55

TABLE No. 22—Continued.

NAME.	Location.	Office Salaries.	Taxes.	All other Expenditures.	Total Expenditures.
Etna	Hartford	\$162,122 23	\$48,056 00	\$187,573 60	\$2,947,455 93
Agricultural	Watertown, New York	87,576 20	15,169 60	50,492 00	767,432 13
Amazon	Cincinnati	20,096 68	5,243 60	16,530 24	226,228 39
American	Newark	40,053 11	13,495 63	32,984 91	383,447 62
American Central	St. Louis	46,765 14	9,837 69	59,591 68	516,076 85
American Fire	Philadelphia	155,013 06	30,121 27	10,108 19	1,662,281 98
Boylston	Boston	28,400 00	4,567 24	26,431 11	329,682 70
Citizens'	St. Louis	9,000 00	5,474 39	5,632 16	99,169 69
Citizens'	New York	47,232 43	17,170 54	91,636 32	613,452 07
Clinton Fire	New York	21,848 34	5,152 52	32,272 94	254,123 18
Concordia Fire	Milwaukee	15,839 53	5,851 51	23,144 39	311,770 33
Connecticut Fire	Hartford	89,738 46	21,076 05	74,857 03	901,711 17
Continental	New York	309,760 29	77,765 28	245,740 53	3,111,401 31
Eliot	Boston	10,345 83	4,368 63	11,929 92	169,318 07
Fire Association of Philadelphia	Philadelphia	110,705 83	53,653 50	21,432 01	1,698,737 60
Firemen's	Baltimore	9,197 04	7,296 53	6,343 38	136,639 68
Firemen's	Newark	18,207 92	9,105 39	14,001 22	323,140 32
Franklin Fire	Philadelphia	51,086 61	25,342 81	72,240 69	575,439 01
German	Freeport, Illinois	111,846 10	19,367 79	14,804 59	1,126,277 91
German-American	New York	163,836 58	60,045 47	207,520 35	1,932,559 54
Germania Fire	New York	76,319 78	30,649 61	139,307 48	1,086,218 95
Girard	Philadelphia	41,979 47	13,644 45	25,776 82	344,334 46
Glen's Falls	Glen's Falls, New York	45,001 10	15,198 78	36,775 92	550,989 98
Hanover Fire	New York	157,681 57	33,582 83	107,555 50	1,245,295 48
Hartford Fire	Hartford	167,754 40	43,726 19	194,256 19	2,323,453 48
Home	New York	401,979 96	79,829 23	274,325 11	3,679,528 47
Howard	New York	25,734 72	10,900 16	40,826 33	385,671 97
Insurance Company of North America	Philadelphia	120,644 24	111,322 33	283,887 21	4,876,136 76
Insurance Company of the State of Pennsylvania	Philadelphia	15,853 34	4,371 02	20,025 51	221,442 19
Merchants'	Newark	25,717 00	10,887 58	67,809 78	565,587 29
Merchants'	New York	20,402 13	5,680 22	288,849 16	288,849 16
Michigan Fire and Marine	Detroit	8,304 65	6,702 93	18,349 01	155,346 13
National Fire	New York	15,137 46	3,397 70	15,349 45	219,396 74
National Fire	Hartford	37,406 09	13,317 09	35,538 13	531,090 78
New Hampshire Fire	Manchester	29,102 76	16,347 00	34,768 98	567,711 23
Niagara Fire	New York	119,884 00	34,694 37	157,051 77	1,428,826 88
North American	Boston	12,549 70	4,687 88	8,336 74	106,529 68
Oregon Fire and Marine	Portland	4,551 58	1,780 95	6,154 81	46,154 83
Orient	Hartford	45,475 10	15,109 07	58,983 93	672,753 04

Pacific Fire	New York	24,370 76	7,587 09	21,508 32	250,239 03
Pennsylvania Fire	Philadelphia	27,277 28	22,054 08	47,338 97	911,718 50
Phoenix	Brooklyn	320,236 67	69,195 88	395,850 79	5,402,506 51
Phoenix	Hartford	98,496 23	61,588 95	188,696 69	2,212,423 61
Prescott	Boston	13,991 00	6,553 45	14,465 18	204,494 86
Providence-Washington	Providence, Rhode Island	32,351 95	13,015 65	49,851 31	689,111 80
Saint Paul	St. Paul, Minnesota	43,320 99	13,325 55	45,664 60	801,442 06
Security	New Haven	25,663 61	2,506 77	-----	289,187 17
Southern	New Orleans	18,938 29	3,930 06	11,480 61	176,471 45
Springfield Fire and Marine	Springfield, Massachusetts	71,261 95	41,755 60	140,610 61	1,401,528 75
Sun Mutual	New Orleans	54,978 58	6,005 35	4,397 07	331,315 81
Teutonia	New Orleans	20,836 26	9,965 83	-----	142,089 69
Traders'	Chicago	36,681 17	15,573 44	22,957 10	505,510 64
Union	Philadelphia	34,263 99	10,301 23	69,457 39	514,717 82
United States Fire	New York	14,426 46	5,208 07	13,713 22	129,207 81
Washington Fire and Marine	Boston	66,313 16	31,994 69	88,038 09	1,154,443 84
Westchester Fire	New York	34,412 20	18,366 59	92,384 08	813,885 01
Williamsburg City Fire	Brooklyn	61,252 75	6,673 43	41,503 57	531,473 11
Totals	-----	\$3,878,973 73	\$1,242,422 84	\$3,994,406 43	\$52,759,822 37

TABLE No. 23.

Showing amount of Risks written, Premiums received, and amount of Risks in force on the thirty-first day of December, 1880, with Premiums thereon, of Fire and Fire and Marine Insurance Companies doing business in California—Companies of other States.

NAME.	Location.	RISKS WRITTEN DURING THE YEAR.				
		Fire.	Premiums.	Marine.	Premiums.	Total Premiums.
Ætna.....	Hartford.....	\$228,708,207 00	\$2,709,388 50	\$59,985,210 00	\$210,147 28	\$2,919,535 78
Agricultural.....	Watertown, N. Y.....	89,027,087 00	806,034 02			806,034 02
Amazon.....	Cincinnati.....	18,824,288 00	261,400 00			261,400 00
American.....	Newark.....	50,021,127 00	471,846 52			471,846 52
American Central.....	St. Louis.....	49,078,029 00	627,203 30			627,203 30
American Fire.....	Philadelphia.....	106,244,327 00	1,386,756 55			1,386,756 55
Baylston.....	Boston.....	20,810,555 00	220,161 68	12,210,902 00	88,860 65	309,022 34
Citizens'.....	St. Louis.....	6,934,986 00	91,445 75	835,689 00	5,479 80	96,925 55
Citizens'.....	New York.....	77,921,037 00	671,656 35			671,656 35
Clinton Fire.....	New York.....	33,171,179 00	303,233 78			303,233 78
Concordia Fire.....	Milwaukee.....	25,993,241 00	368,816 25			368,816 25
Connecticut Fire.....	Hartford.....	87,038,449 00	1,112,488 38			1,112,488 38
Continental.....	New York.....	369,414,912 00	2,912,234 83	202,165,743 00	450,635 66	3,362,870 49
Eliot.....	Boston.....	16,267,421 00	184,289 70			184,289 70
Fire Association of Philadelphia.....	Philadelphia.....	142,115,536 00	1,792,620 53			1,792,620 53
Firemen's.....	Baltimore.....	17,101,769 00	127,537 00			127,537 00
Firemen's.....	Newark.....	34,632,394 00	342,830 50			342,830 50
Franklin Fire.....	Philadelphia.....	32,713,622 00	597,625 70			597,625 70
German.....	Freeport, Ill.....	88,274,374 00	1,463,210 70			1,463,210 70
German-American.....	New York.....	344,630,320 00	2,729,977 32			2,729,977 32
Germania Fire.....	New York.....	150,661,284 00	1,303,096 87			1,303,096 87
Girard.....	Philadelphia.....	36,871,857 00	391,550 49			391,550 49
Glen's Falls.....	Glen's Falls, N. Y.....	61,977,820 00	648,775 02			648,775 02
Hanover Fire.....	New York.....	136,501,113 00	1,333,497 59			1,333,497 59
Hartford Fire.....	Hartford.....	210,178,417 00	2,679,382 54			2,679,382 54
Hone.....	New York.....	312,284,434 00	3,770,630 74			3,770,630 74
Howard.....	New York.....	47,466,612 00	501,196 28			501,196 28
Insurance Co. of North America.....	Philadelphia.....	221,355,483 00	2,548,356 18		5,113 53	506,309 81
Insurance Co. of the State of Pennsylvania.....	Philadelphia.....	16,810,465 00	175,409 33	253,757,105 00	1,485,478 25	4,033,834 43
Merchants'.....	Philadelphia.....	58,782,119 00	622,006 09	6,689,371 00	59,866 64	235,335 97
Merchants'.....	Newark.....	30,699,633 00	297,762 26			622,006 09
Michigan Fire and Marine.....	New York.....	13,430,224 00	184,058 05	29,500 00	1,357 50	299,119 76
	Detroit.....					184,058 05

National Fire.	New York	27,087,309 00	234,728 30
NNational Fire.	Hartford	45,834,116 00	577,039 81
New Hampshire Fire.	Manchester	62,042,020 00	715,380 62
Niagara Fire.	New York	219,834,560 00	2,000,705 70
North American.	Boston	10,977,060 00	112,235 89
Oregon Fire and Marine.	Portland		
Orient.	Hartford	55,782,814 00	735,226 04
Pacific Fire.	New York	32,755,933 00	289,997 09
Pennsylvania Fire.	Philadelphia	82,661,620 00	1,074,551 45
Phoenix.	Brooklyn	453,151,923 00	4,988,439 41
Prescott.	Hartford	181,884,696 00	2,287,493 88
Providence-Washington.	Boston	19,998,233 00	250,012 76
Saint Paul.	Providence, R. I.	47,547,645 00	355,316 22
Security.	St. Paul, Minn.	60,996,699 00	945,231 16
Southern.	New Haven.	25,610,221 00	303,257 92
Springfield Fire and Marine.	New Orleans	15,551,233 00	275,376 40
Sun Mutual.	Springfield, Mass.	131,453,600 00	1,774,623 70
Teutonia.	New Orleans	22,363,957 00	340,246 31
Traders'.	New Orleans	12,447,046 00	147,961 53
Union.	Chicago.	47,247,411 00	680,610 41
United States Fire.	Philadelphia	28,208,692 00	314,589 53
Washington Fire and Marine.	New York	16,504,109 00	145,251 33
Westchester Fire.	Boston	97,370,800 00	1,088,564 89
Williamsburg City Fire.	New York	101,359,220 00	990,032 86
	Brooklyn	81,500,984 00	633,583 08
Totals		\$5,069,793,032 00	\$55,103,605 09
			\$942,748,562 00
			\$5,433,749 44
			\$60,537,354 53

TABLE No. 23—Continued.

NAME.	Location.	RISKS IN FORCE, DECEMBER 31, 1886.				
		Fire.	Premiums.	Marine.	Premiums.	Total Premiums.
Aetna	Hartford	\$293,952,552 00	\$3,461,274 99	\$1,935,362 00	\$21,384 80	\$3,482,659 29
Agricultural	Watertown, N. Y.	232,024,057 00	2,164,057 13			2,164,057 13
Amazon	Cincinnati	18,285,223 00	262,847 62			262,847 62
American	Newark	61,535,707 00	561,893 08			561,893 08
American Central	St. Louis	53,896,197 00	698,701 78			698,701 78
American Fire	Philadelphia	131,740,883 00	1,823,324 53			1,823,324 53
Baylston	Boston	26,414,797 00	302,429 25			316,365 03
Citizens'	St. Louis	6,001,371 00	83,397 00			83,397 00
Citizens'	New York	85,830,792 00	777,174 80			777,174 80
Clinton Fire	New York	32,493,498 00	241,467 74			241,467 74
Concordia Fire	Milwaukee	32,106,921 00	442,039 84			442,039 84
Connecticut Fire	Hartford	95,322,494 00	1,189,475 89			1,189,475 89
Continental	New York	475,325,763 00	4,358,986 03	1,754,345 00	65,900 00	4,424,886 03
Eliot	Boston	15,487,641 00	192,993 37			192,993 37
Fire Association of Philadelphia	Philadelphia	255,094,334 00	4,007,568 98			4,007,568 98
Firemen's	Baltimore	25,371,597 00	125,358 87			125,358 87
Firemen's	Newark	39,698,542 00	383,498 36			383,498 36
Franklin Fire	Philadelphia	135,468,334 00	2,314,295 05			2,314,295 05
German	Freeport, Ill.	150,302,378 00	2,704,096 38			2,704,096 38
German-American	New York	373,948,342 00	3,029,951 41			3,029,951 41
Germania Fire	New York	175,297,164 00	1,531,565 33			1,531,565 33
Girard	Philadelphia	52,841,741 00	671,408 35			671,408 35
Glen's Falls	Glen's Falls, N. Y.	99,512,250 00	1,017,442 00			1,017,442 00
Hanover Fire	New York	168,761,865 00	1,697,831 03			1,697,831 03
Hartford Fire	Hartford	281,274,826 00	3,482,112 57			3,482,112 57
Home	New York	526,965,577 00	5,862,722 00			5,862,722 00
Howard	New York	41,495,182 00	447,504 04	130,750 00	4,425 62	451,929 66
Insurance Co. of North America	Philadelphia	331,855,675 00	4,294,175 16	15,082,569 00	119,786 33	4,413,961 49
Insurance Co. of the State of Pennsylvania	Newark	17,898,830 00	172,219 43	459,593 00	14,926 84	187,146 27
Merchants'	Newark	65,390,791 00	713,328 20			713,328 20
Merchants'	New York	20,631,641 00	280,610 29	28,500 00	1,342 50	281,952 79
Michigan Fire and Marine	Detroit	13,055,101 00	180,767 65			180,767 65
National Fire	New York	25,418,267 00	205,688 35			205,688 35
National Fire	Hartford	53,546,236 00	670,797 23			670,797 23
New Hampshire Fire	Manchester	59,879,053 00	704,358 11			704,358 11

Niagara Fire.....	New York.....	226,089,095 00	2,057,730 60	-----	2,057,730 60
North American.....	Boston.....	13,308,280 00	140,895 43	-----	140,895 43
Oregon Fire and Marine.....	Portland.....	3,039,985 00	60,432 80	-----	60,432 80
Orient.....	Hartford.....	59,185,577 00	750,432 94	-----	750,432 94
Pacific Fire.....	New York.....	38,289,217 00	308,383 78	-----	308,383 78
Pennsylvania Fire.....	Philadelphia.....	105,701,254 00	1,501,195 67	-----	1,501,195 67
Phoenix.....	Brooklyn.....	511,321,691 00	6,447,596 14	-----	6,440,408 06
Prescott.....	Hartford.....	241,025,544 00	2,834,163 45	-----	2,834,163 45
Providence-Washington.....	Boston.....	21,885,045 00	273,105 77	-----	273,105 77
Saint Paul.....	Providence, R. I.....	54,101,211 00	628,768 88	-----	735,177 94
Security.....	St. Paul, Minn.....	67,519,199 00	973,764 89	-----	1,005,144 89
Southern.....	New Haven.....	22,757,673 00	294,574 83	-----	320,368 39
Springfield Fire and Marine.....	New Orleans.....	9,371,615 00	189,818 34	-----	189,818 34
Sun Mutual.....	Springfield, Mass.....	168,295,751 00	2,286,631 99	-----	2,286,631 99
Teutonia.....	New Orleans.....	12,984,075 00	247,671 42	-----	247,789 42
Traders'.....	New Orleans.....	9,298,266 00	121,073 09	-----	121,073 09
Union.....	Chicago.....	38,927,066 00	564,414 77	-----	564,414 77
United States Fire.....	Philadelphia.....	28,269,324 00	336,135 04	-----	346,441 89
Washington Fire and Marine.....	New York.....	16,969,204 00	136,438 38	-----	147,639 74
Westchester Fire.....	Boston.....	93,597,239 00	1,061,879 76	-----	1,179,718 36
Williamsburg City Fire.....	New York.....	127,964,203 00	1,243,426 68	-----	1,243,426 68
	Brooklyn.....	88,080,044 00	751,397 51	-----	751,397 51
Totals.....		\$6,440,809,780 00	\$74,331,397 00	\$57,439,450 00	\$75,089,588 32
				\$758,191 32	

TABLE No. 24.

Summary of Assets, Liabilities, Income, Expenditures, etc., and Net Surplus of Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1886—Companies of Foreign Countries.

NAME.	Location.	Cash Capital paid up.	Total Assets.	Liabilities, Capital not included.	Total Income.
Atlas	London.....	\$720,000 00	\$8,749,962 05	\$7,517,327 20	\$7,061,808 95
*British America.....	Toronto.....	-----	808,770 33	426,407 65	641,854 09
Caledonian	Edinburgh.....	450,000 00	1,778,077 55	413,312 03	671,992 69
*City of London Fire.....	London.....	-----	746,186 25	390,577 82	578,748 99
Commercial Union.....	London.....	1,250,000 00	12,480,347 95	8,257,989 62	5,873,365 50
*Fire Insurance Association.....	London.....	-----	921,474 59	535,643 07	785,576 58
Guardian	London.....	5,000,000 00	20,617,292 37	12,823,077 32	2,591,522 37
Hamburg-Bremen	Hamburg.....	300,000 00	1,492,891 55	874,335 54	553,255 07
Hamburg-Magdeburg.....	Hamburg.....	625,000 00	695,507 78	42,137 56	88,424 99
Helvetia Swiss Fire.....	St. Gall, Switzerland.....	400,000 00	1,236,313 27	482,027 44	573,452 68
Imperial	London.....	3,500,000 00	9,658,479 00	2,309,270 06	4,004,353 00
Lancashire.....	Manchester.....	1,364,930 00	7,284,523 44	5,545,816 35	3,011,955 90
Lion Fire	London.....	500,000 00	1,255,944 60	613,558 00	927,894 00
Liverpool and London and Globe.....	Liverpool.....	1,228,200 00	40,973,944 60	29,652,800 89	7,190,549 39
*London	London.....	-----	1,524,143 56	580,009 94	757,183 52
London and Lancashire.....	Liverpool.....	926,000 00	3,262,590 71	1,318,396 10	2,511,298 20
London and Provincial Fire.....	London.....	246,185 00	696,682 00	430,202 00	713,690 00
Magdeburg Fire.....	Magdeburg.....	750,000 00	3,479,320 42	1,789,432 40	2,583,447 75
Manchester Fire.....	Manchester.....	500,000 00	1,324,057 50	691,942 50	1,291,852 50
National	Dublin.....	500,000 00	2,803,097 00	1,907,730 00	877,615 00
New Zealand.....	Auckland.....	1,000,000 00	2,662,648 00	750,345 00	1,220,806 00
North British and Mercantile.....	London.....	3,125,000 00	13,857,217 58	3,067,231 06	6,159,800 40
North German Fire.....	Hamburg.....	375,000 00	955,749 81	422,488 38	449,807 21
*Northern	London.....	-----	1,388,676 51	821,921 56	881,760 54
Norwich Union.....	Norwich, England.....	600,000 00	4,227,092 37	1,829,088 11	2,995,028 12
Phoenix	London.....	359,593 75	6,924,563 48	2,799,424 91	4,540,489 94
*Prussian National.....	Stettin.....	562,500 00	1,502,711 30	473,809 55	539,483 95
*Queen.....	Liverpool.....	-----	1,976,093 12	1,235,183 53	1,483,159 27
Royal	Liverpool.....	1,447,725 00	31,152,049 17	20,179,975 80	5,240,000 00
Scottish Union and National.....	Liverpool.....	1,412,855 00	16,975,146 40	14,894,161 81	3,290,892 29
South British and Marine.....	Auckland.....	646,280 00	1,421,757 00	631,798 00	1,316,480 00
*Sun Fire Office.....	London.....	-----	1,706,267 94	1,157,062 08	1,135,077 73
Svea	Gothenburg, Sweden.....	533,333 33	3,536,787 02	2,483,457 73	1,721,401 00

Transatlantic Fire	Hamburg	300,000 00	1,251,296 47	675,129 80	553,554 71
Union Fire and Marine	Christchurch, New Zealand	500,000 00	906,545 54	250,752 01	506,008 39
United Fire	Manchester	500,000 00	1,488,264 00	835,491 00	1,495,732 00
Western	Toronto	500,000 00	1,337,626 55	814,502 41	1,404,047 88
Totals .....	.....	\$30,242,671 08	\$215,083,112 18	\$129,724,486 17	\$71,709,200 60

* United States Branch statement.

TABLE No. 24—Continued.

NAME.	Location.	Total Expenditures.	Losses Incurred During the Year.	Net Surplus.
Atlas.....	London.....	\$689,481 10	\$417,759 00	\$532,634 85
*British America.....	Toronto.....	627,905 62	418,711 76	182,392 98
Caledonian.....	Edinburgh.....	639,598 90	345,493 16	914,765 52
*City of London Fire.....	London.....	551,855 74	307,802 76	355,098 43
Commercial Union.....	London.....	5,294,802 35	2,815,074 00	2,972,348 33
*Fire Insurance Association.....	London.....	793,499 94	502,914 06	385,831 52
Guardian.....	London.....	2,297,556 06	1,398,116 00	2,794,215 05
Hamburg-Bremen.....	Hamburg.....	485,760 75	275,156 92	318,556 01
Hamburg-Magdeburg.....	Hamburg.....	39,507 98	51,995 00	28,370 22
Helvetia Swiss Fire.....	St. Gall, Switzerland.....	387,251 46	212,527 91	354,285 83
Imperial.....	London.....	3,923,426 00	2,296,134 00	3,849,209 00
Lancashire.....	Manchester.....	2,933,758 39	1,391,931 00	373,777 09
Lion Fire.....	London.....	839,796 00	548,461 00	82,321 00
Liverpool and London and Globe.....	Liverpool.....	6,409,826 97	3,422,670 92	10,092,883 71
*London.....	London.....	609,262 85	413,861 00	943,533 62
London and Lancashire.....	Liverpool.....	2,373,258 13	1,502,500 00	1,018,194 61
London and Provincial Fire.....	London.....	708,957 00	477,832 00	20,295 00
Magdeburg Fire.....	Magdeburg.....	2,534,619 87	1,654,135 41	939,888 02
Manchester Fire.....	Manchester.....	1,253,293 75	870,800 00	132,125 00
National.....	Dublin.....	878,947 00	575,460 00	398,307 00
New Zealand.....	Auckland.....	1,140,478 00	696,945 00	912,303 00
North British and Mercantile.....	London.....	6,330,898 85	3,085,920 00	7,664,986 52
North German Fire.....	Hamburg.....	454,770 12	151,229 65	158,261 43
*Northern.....	London.....	759,109 51	467,615 80	766,754 95
Norwich Union.....	Norwich, England.....	2,772,475 38	1,723,293 45	1,738,004 26
Phoenix.....	London.....	4,076,598 17	2,404,273 04	3,765,544 82
Prussian National.....	Stettin.....	424,483 95	458,989 98	466,401 75
*Queen.....	Liverpool.....	1,178,198 07	726,397 62	740,909 59
Royal.....	Liverpool.....	4,865,730 00	2,665,000 00	9,324,348 37
Scottish Union and National.....	Edinburgh.....	2,678,730 95	628,001 75	668,124 59
South British Fire and Marine.....	Auckland.....	1,274,680 00	937,405 00	143,679 00
*Sun Fire Office.....	London.....	1,130,180 13	735,131 00	549,205 86
Svea.....	Gothenburg, Sweden.....	1,682,159 85	938,430 40	519,995 96
Transatlantic Fire.....	Hamburg.....	506,931 63	321,795 13	276,166 67
Union Fire and Marine.....	Christchurch, New Zealand.....	504,288 41	285,105 23	155,793 53

United Fire	Manchestor	1,227,005 00	876,525 00	152,773 00
Western	Toronto	1,350,027 49	879,461 35	23,124 14
Totals .....	.....	\$66,619,111 58	\$37,810,788 90	\$54,915,950 13

* United States Branch statement.

TABLE No. 25.

Showing the Assets of the Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1886.—Companies of Foreign Countries.

NAME.	Location.	Real Estate.	Loans on Bonds and Mortgages.	Stocks and Bonds Owned by the Company.	Collateral Loans.	Cash in Office and Banks.
*Atlas	London	\$48,153 95	\$1,919,713 00	\$815,965 00	\$5,531,935 80	\$319,387 70
*British America	Toronto			717,243 75		55,194 14
*Caledonian	Edinburgh	693,995 77	343,250 00	371,624 44	105,705 50	517 50
*City of London Fire	London			624,500 00		45,115 08
*Commercial Union	London	1,100,214 33	353,707 25	3,460,107 56	3,333 33	1,180,005 52
*Fire Insurance Association	London			646,690 00		71,289 24
*Guardian	London	146,575 00	7,390,362 42	8,301,378 23	2,633,573 53	812,842 36
*Hamburg-Bremen	Hamburg	55,519 10	48,394 64	1,130,994 12	45,000 00	80,276 31
*Hamburg-Magdeburg	Hamburg	57,188 25	355,900 00	190,187 21	16,538 53	16,538 53
*Helvetia Swiss Fire	St. Gall, Switzerland	50,000 00	513,689 69	150,040 79	42,250 00	391,636 21
*Imperial	London	1,453,401 00	180,750 00	7,095,104 00		67,697 00
*Lancashire	Manchester	288,956 64	2,697,346 95	2,990,283 88	138,133 44	259,168 48
*Lion Fire	London	108,590 00	188,470 00	530,000 00	81,323 00	131,257 00
*Liverpool and London and Globe	Liverpool	4,427,073 42	9,426,329 20	20,561,267 45	2,262,941 54	1,027,806 09
*London	London			1,377,065 00		65,569 95
*London and Lancashire	Liverpool	331,334 97	42,750 00	2,366,837 00	27,950 00	138,247 22
*London and Provincial Fire	London	125,000 00		308,500 00		39,573 00
*Magdeburg Fire	Magdeburg	333,085 50	775,162 50	1,379,788 43	10,900 00	381,358 11
*Manchester Fire	Manchester	165,000 00	228,590 00	546,685 00	31,200 00	29,900 65
*National	Dublin	202,516 00	812,627 00	1,389,517 00	223,218 00	66,535 00
*New Zealand	Auckland	1,146,015 00	412,900 00	749,888 00	117,474 00	61,397 00
*North British and Mercantile	London	1,625,134 65	758,709 68	8,943,444 72	580,000 00	496,873 88
*North German Fire	Hamburg	66,140 02	17,125 00	185,577 93		513,304 42
*Northern	London			1,193,854 50		87,322 15
*Norwich Union	Norwich, England	182,000 00	115,000 00	2,445,815 72		924,977 12
*Phenix	London	714,905 73	1,057,442 14	4,265,657 93		174,129 88
*Prussian National	Stettin	50,000 00	578,037 50	580,965 70	17,250 00	53,530 90
*Queen	Liverpool	382,928 92		1,240,473 52		316,461 41
*Royal	Liverpool	2,927,325 75	8,027,865 39	12,552,093 16	5,033,439 64	645,188 33
*Scottish Union and National	Edinburgh	930,345 46	9,912,007 39	3,631,793 08	1,541,687 44	325,310 65
*South British Fire and Marine	Auckland	522,905 00	58,685 00	386,070 00	30,005 00	54,880 00
*Sun Fire Office	London	30,000 00	1,014,000 00	377,790 00		79,461 09
*Svea	Gothenburg, Sweden	289,333 33	1,477,810 78	1,079,315 09	305,649 59	138,036 43
*Transatlantic Fire	Hamburg	33,625 00		588,165 50	50,000 00	397,435 59

Union Fire and Marine	Christchurch, N. Z.	24,500 00	566,549 83	61,774 38		124,742 41
United Fire	Manchester			1,109,815 00		265,101 00
Western	Toronto	65,000 00	17,150 00	874,639 43	2,500 00	187,674 08
Totals		\$18,636,817 79	\$49,290,325 37	\$95,309,674 12	\$18,938,529 81	\$10,602,200 83

* United States Branch statement.

TABLE No. 25—Continued.

NAME.	Location.	Interest Due and Accrued.	Premiums in Collection.	Bills Receivable, not matured, taken on account of Fire and Marine Risks.	All other Assets.	Total Assets.
Atlas	London	\$29,807 90	\$102,298 10	.....	.....	\$8,769,962 05
*British America	Toronto .....	.....	36,332 44	.....	.....	808,770 23
Caledonian	Edinburgh	18,760 22	70,597 39	.....	\$173,626 73	1,778,077 55
*City of London Fire	London	100 00	76,355 15	.....	116 02	746,186 25
Commercial Union	London	4,125 00	876,448 99	\$45,852 08	5,455,903 88	12,480,347 95
*Fire Insurance Association	London	4,687 00	105,482 75	.....	93,325 60	921,474 59
Guardian	London	114,105 04	373,485 88	.....	784,939 91	20,617,292 37
Hamburg-Bremen	Hamburg .....	.....	96,067 76	3,812 00	32,827 62	1,492,891 55
Hamburg-Magdeburg	Hamburg	3,057 28	29,906 30	.....	695,507 78	695,507 78
Helvetia Swiss Fire	St. Gall, Switzerland	11,157 91	105,788 67	.....	1,236,313 27	1,236,313 27
Imperial	London .....	.....	639,733 00	64,294 00	157,440 00	9,658,479 00
Lancashire	Manchester	56,053 64	789,865 83	62,533 33	2,181 25	7,284,523 44
Lion Fire	London	9,391 00	187,006 00	9,981 00	9,330 00	1,255,948 00
Liverpool and London and Globe	Liverpool	315,589 36	966,744 27	.....	1,386,100 27	40,973,944 00
*London	London .....	.....	81,568 61	.....	.....	1,524,143 56
London and Lancashire	Liverpool	21,516 61	273,847 08	54,515 85	5,591 98	3,262,590 71
London and Provincial Fire	London	12,184 00	130,481 00	8,431 00	12,513 00	695,682 00
Magdeburg Fire	Magdeburg	15,948 13	241,888 10	.....	281,008 65	3,479,320 42
Manchester Fire	Manchester	11,924 45	310,009 00	.....	1,324,037 50	1,324,037 50
National	Dublin	38,644 00	73,040 00	.....	639 00	2,805,097 00
New Zealand	Auckland	13,908 00	152,399 00	.....	.....	2,662,648 00
North British and Mercantile	London	7,664 65	1,283,929 46	4,940 00	3,127 00	13,857,217 58
North German Fire	Hamburg .....	.....	173,602 44	182,215 70	9,244 84	955,749 81
*Northern	London .....	.....	107,499 86	.....	.....	1,388,676 51
Norwich Union	Norwich, England	20,246 64	503,320 06	35,742 83	4,227,092 37	4,227,092 37
Phoenix	London	28,219 58	626,735 75	46,466 14	11,005 33	6,924,563 48
Prussian National	Stettin	2,077 81	122,335 79	.....	98,513 60	1,502,711 30
*Queen	Liverpool	8,158 33	25,204 29	.....	2,866 65	1,976,093 12
Royal	Liverpool	357,916 97	645,223 61	.....	963,026 32	31,152,049 17
Scottish Union and National	Edinburgh	108,386 19	477,485 73	.....	28,130 46	16,975,146 40
South British Fire and Marine	Auckland	324,444 00	324,444 00	.....	30,350 00	1,421,757 00
*Sun Fire Office	London	14,518 72	186,338 00	.....	4,100 13	1,706,257 94
Svea	Gothenburg, Sweden	11,433 72	22,034 41	136,752 29	16,420 38	3,536,787 02
Transatlantic Fire	Hamburg .....	.....	150,567 35	.....	31,503 03	1,251,296 47
Union Fire and Marine	Christchurch, N. Z.	14,334 67	99,491 77	14,949 48	.....	906,546 54

United Fire	Manchester	5,483 00	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Western	Toronto	4,261 29	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Totals		\$1,278,019 11		\$10,575,342 02		\$719,856 48		\$9,732,346 65		\$215,083,112 18		

* United States Branch statement.

TABLE No. 26.

Showing the various items composing the Liabilities, except Capital Stock, of Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1886—Companies of Foreign Countries.

NAME.	Location.	Losses Adjusted.	Losses Unadjusted.	Losses Resisted.	Cash Dividends Remaining Unpaid.	Fire Reinsurance.
Atlas.....	London.	.....	\$80,452 15	.....	\$49,164 25	\$332,073 35
*British America.....	Toronto.....	.....	51,479 99	\$6,152 45	.....	356,704 67
Caledonian.....	Edinburgh.....	\$28,688 14	.....	.....	6,307 00	373,195 27
*City of London Fire.....	London.....	24,234 89	23,393 20	8,300 00	.....	318,431 48
Commercial Union.....	London.....	.....	562,750 00	.....	1,015 00	2,003,004 77
*Fire Insurance Association.....	London.....	30,591 92	26,708 72	11,881 64	.....	465,490 79
Guardian.....	London.....	292,725 00	.....	.....	29,220 00	1,013,300 00
Hamburg-Bremen.....	Hamburg.....	54,521 00	.....	.....	529 50	711,830 59
Hamburg-Magdeburg.....	Hamburg.....	.....	6,125 00	.....	505 75	35,300 81
Helvetia-Swiss Fire.....	St. Gall, Switzerland.....	50,823 85	.....	.....	.....	260,018 68
Imperial.....	London.....	21,350 00	790,395 00	.....	11,808 00	1,333,086 00
Lancashire.....	Manchester.....	385,261 08	.....	.....	116,316 38	1,312,732 47
Lion Fire.....	London.....	106,806 00	.....	19,329 00	.....	422,405 00
Liverpool and London and Globe.....	Liverpool.....	547,050 00	.....	.....	12,548 54	4,303,110 37
*London.....	London.....	56,228 00	.....	.....	.....	524,381 94
London and Lancashire.....	Liverpool.....	25,220 00	155,415 00	9,980 00	86 37	1,087,694 73
London and Provincial Fire.....	London.....	152,961 00	.....	.....	.....	273,500 00
Magdeburg Fire.....	Magdeburg.....	.....	341,551 91	.....	997 50	1,268,503 37
Manchester Fire.....	Manchester.....	.....	226,900 00	.....	386 25	407,435 00
National.....	Dublin.....	.....	.....	.....	11,839 00	402,031 00
New Zealand.....	Auckland.....	45,500 00	117,545 00	.....	.....	338,702 00
North British and Mercantile.....	London.....	565,524 58	.....	.....	14,547 58	1,904,550 12
North German Fire.....	Hamburg.....	37,066 75	41,941 15	16,721 07	270 00	218,035 30
*Northern.....	London.....	25,764 50	.....	.....	.....	521,780 48
Norwich Union.....	Norwich, England.....	351,417 08	.....	.....	3,705 50	1,434,314 12
Phoenix.....	London.....	620,720 00	.....	.....	2,767 50	2,175,937 41
Prussian National.....	Stettin.....	.....	13,312 50	22,312 50	67 50	402,040 32
*Queen.....	Liverpool.....	43,241 18	64,468 72	19,100 00	.....	1,063,032 81
Royal.....	Liverpool.....	326,085 31	.....	.....	22,974 77	3,213,642 54
Scottish Union and National.....	Edinburgh.....	99,783 93	.....	.....	400 00	598,129 81
South British Fire and Marine.....	Auckland.....	.....	122,695 00	.....	.....	323,030 00
*Sun Fire Office.....	London.....	75,985 00	48,826 00	18,240 00	.....	974,423 73
Svea.....	Gothenburg, Sweden.....	.....	113,333 33	.....	53,333 33	352,250 40

Transatlantic Fire.....	97,939 50	-----	-----	-----	364 50	277,155 45
Union Fire and Marine.....	35,800 00	-----	-----	-----	4,010 04	95,026 43
United Fire.....	-----	-----	245,790 00	-----	25,000 00	477,115 00
Western.....	83,918 75	-----	-----	10,200 00	700 53	687,966 05
Totals.....	\$4,145,207 49	\$3,048,082 67	\$142,216 66	\$377,895 14	\$32,412,461 26	

* United States Branch statement.

TABLE No. 26—Continued.

NAME.	Location.	Marine Reinsurance.	Liability under Life Department.	All other Claims.	Total Liabilities.	Net Surplus.
Atlas.....	London.		\$7,025,901 40	\$20,736 05	\$7,517,327 20	\$532,634 85
*British America.....	Toronto	\$12,070 54			426,407 65	182,362 08
Caledonian.....	Edinburgh.			5,120 62	413,312 03	914,765 52
*City of London Fire.....	London.			10,218 25	390,577 82	355,608 43
Commercial Union.....	London.	422,605 00	5,119,441 46	149,033 39	8,257,969 37	2,972,348 33
*Fire Insurance Association.....	London.			1,000 00	535,643 07	385,831 52
Guardian.....	London.		11,455,535 14	72,097 12	12,823,077 32	2,794,215 05
Hamburg-Bremen.....	Hamburg.			107,434 45	874,335 54	318,556 01
Hamburg-Magdeburg.....	Hamburg.				42,137 56	28,370 22
Helvetia Swiss Fire.....	St. Gall, Switzerland.			171,154 91	482,027 44	334,285 83
Imperial.....	London.			152,631 00	2,306,270 00	3,849,296 00
Lancashire.....	Manchester		3,701,506 42		5,545,816 35	373,777 09
Lion Fire.....	London.			65,017 00	613,358 00	82,321 00
Liverpool and London and Globe.....	Liverpool.		23,988,907 85	711,244 13	29,652,800 89	10,092,883 71
*London.....	London.				580,609 94	943,533 62
London and Lancashire.....	Liverpool.			40,600 00	1,318,396 10	1,018,194 61
London and Provincial Fire.....	London.			3,741 00	430,202 00	20,295 00
Magdeburg Fire.....	Magdeburg.			178,379 62	1,789,432 40	939,888 02
Manchester Fire.....	Manchester			57,221 25	691,942 50	132,125 00
National.....	Dublin.		1,354,220 00	94,130 00	1,907,730 00	398,367 00
New Zealand.....	Auckland.	100,435 00		193,603 00	750,345 00	912,303 00
North British and Mercantile.....	London.			582,608 78	3,057,231 06	7,694,986 52
North German Fire.....	Hamburg.			166,516 33	422,488 38	158,261 43
*Northern.....	London.			15,714 36	621,921 56	766,754 95
Norwich Union.....	Norwich, England.			39,651 41	1,829,088 11	1,738,004 26
Phoenix.....	London.				2,739,424 91	3,765,544 82
Prussian National.....	Stettin.				473,809 55	466,401 75
*Queen.....	Liverpool.			36,076 73	1,235,183 53	740,909 59
Royal.....	Liverpool.			15,340 82	20,179,975 80	9,524,348 37
Scottish Union and National.....	Edinburgh.		16,403,943 00	213,330 18	20,179,975 80	9,524,348 37
South British Fire and Marine.....	Auckland.		14,137,807 75	49,430 00	14,894,107 81	668,124 59
*Sun Fire Office.....	London.	123,648 00		61,425 00	631,798 00	143,679 00
Svea.....	Gothenburg, Sweden.			39,587 35	1,157,062 08	549,205 86
Transatlantic Fire.....	Hamburg.		1,789,670 00	174,890 67	2,483,457 73	519,985 96
Union Fire and Marine.....	Christchurch, N. Z.	48,363 16		239,670 35	673,129 80	276,166 67
				67,552 38	250,752 01	155,793 53

United Fire	Manchestor .....	.....	87,585 00	825,491 00	152,773 00
Western	Toronto	31,717 08	.....	814,502 41	23,124 14
Totals .....	.....	\$738,898 78	\$3,882,791 15	\$129,724,486 17	\$54,915,950 13
			\$84,976,933 02		

* United States Branch statement.

TABLE No. 27.

Showing the various items composing the Incomes of Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1886—Companies of Foreign Countries.

NAME.	Location.	Fire Premiums.	Marine Premiums.	Life Premiums.	Interest and Dividends from all sources.	From all other sources.	Total Income.
Atlas.....	London.....	\$631,104 05	---	---	\$64,869 20	\$10,895 70	\$706,868 95
*British America.....	Toronto.....	543,888 45	\$71,122 86	---	26,842 78	---	641,854 09
Caledonian.....	Edinburgh.....	601,724 56	---	---	70,190 63	77 50	671,992 69
*City of London Fire.....	London.....	556,163 84	---	---	22,385 15	---	578,748 99
Commercial Union.....	London.....	3,933,776 15	888,787 79	\$805,028 17	239,497 14	276 25	5,873,365 50
*Fire Insurance Association.....	London.....	750,831 14	---	---	30,980 44	---	785,376 58
Guardian.....	London.....	2,252,358 98	---	---	305,379 23	3,765 00	2,561,522 37
Hamburg-Bremen.....	Hamburg.....	510,952 89	---	---	42,302 18	3,784 16	553,255 07
Hamburg-Magdeburg.....	Hamburg.....	66,583 32	---	---	21,841 67	---	88,424 99
Helvetia-Swiss Fire.....	St. Gall, Switzerland.....	537,072 14	---	---	36,380 54	---	573,452 68
Imperial.....	London.....	3,678,544 00	---	---	321,580 00	4,229 00	4,004,353 00
Lancashire.....	Manchester.....	2,903,891 44	---	---	108,031 46	---	3,011,955 90
Lion Fire.....	London.....	897,045 00	---	---	30,562 00	287 00	927,894 00
Liverpool and London and Globe.....	Liverpool.....	6,447,972 52	---	---	742,576 87	---	7,190,549 39
*London and Lancashire.....	London.....	702,680 30	---	---	54,503 22	---	757,183 52
London and Provincial Fire.....	Liverpool.....	2,413,975 00	---	---	90,572 70	7,620 50	2,511,268 20
Magdeburg Fire.....	London.....	704,350 00	---	---	9,340 00	---	713,690 00
Manchester Fire.....	Magdeburg.....	2,481,230 74	---	---	86,316 61	15,900 40	2,583,447 75
National.....	Manchester.....	1,222,309 80	---	---	33,907 70	5,635 00	1,261,852 50
New Zealand.....	Dublin.....	838,480 00	481,163 00	---	35,095 00	4,040 00	877,615 00
North British and Mercantile.....	Auckland.....	605,551 00	---	---	134,092 00	---	1,230,805 00
North German Fire.....	London.....	5,713,650 40	---	---	445,412 50	737 50	6,159,800 40
*Northern.....	Hamburg.....	436,037 93	---	---	13,769 28	---	449,807 21
Phoenix.....	London.....	832,158 04	---	---	49,602 50	---	881,760 54
Prussian National.....	Norwich, England.....	2,778,570 02	---	---	117,358 10	9,100 00	2,905,028 12
*Queen.....	London.....	4,314,525 67	---	---	226,164 27	---	4,540,689 94
Royal.....	Stettin.....	480,912 28	25,611 25	---	52,930 42	---	539,483 95
Scottish Union and National.....	Liverpool.....	1,420,146 93	---	---	52,656 17	10,356 17	1,483,159 27
South British Fire and Marine.....	Liverpool.....	4,775,900 00	---	---	465,000 00	---	5,240,000 00
*Sun Fire Office.....	Edinburgh.....	1,122,990 42	---	---	618,758 71	23,479 00	3,200,892 29
Svea.....	Auckland.....	748,960 00	513,990 00	---	39,673 00	13,855 00	1,316,480 00
Transatlantic Fire.....	London.....	1,076,639 96	---	---	58,437 77	---	1,135,077 73
Union.....	Gothenburg, Sweden.....	1,108,077 11	---	---	153,619 32	---	1,261,696 43
Western.....	Hamburg.....	519,335 29	---	439,104 57	25,575 55	8,643 87	553,554 71

Union Fire and Marine	Christchurch, N. Z.	274,465 04	246,457 63	-----	45,614 47	71 25	596,608 39
United Fire	Manchester	1,462,135 00	-----	-----	32,812 00	785 00	1,495,732 00
Western	Toronto	1,140,402 23	226,430 86	-----	37,154 79	-----	1,404,047 88
Totals	-----	\$61,490,254 64	\$2,453,563 39	\$2,699,796 90	\$4,942,047 37	\$123,558 30	\$71,709,200 60

* United States Branch statement.

TABLE No. 28.

Showing the various items composing the Expenditures of Fire and Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1886—Companies of Foreign Countries.

NAME.	Location.	Fire Losses.	Marine Losses.	Life Expenses.	Dividends.	Brokerage and Commission.
Atlas	London	\$392,102 60			\$95,000 00	\$94,641 30
*British America	Toronto	400,521 65				118,713 96
Caledonian	Edinburgh	345,446 16			94,500 00	103,224 91
*City of London Fire	London	355,374 32				112,978 61
Commercial Union	London	2,561,177 69				607,753 25
*Fire Insurance Association	London	503,184 97				136,616 69
Guardian	London	1,308,116 29		\$493,971 95	186,970 00	381,534 48
Hamburg-Bremen	Hamburg	257,395 92			300,000 00	44,617 00
Hamburg-Magdeburg	Hamburg	45,840 60				137,244 35
Helvetia Swiss Fire	St. Gall, Switzerland	212,527 91			27,334 25	
Imperial	London	2,263,134 00				86,703 74
Lancashire	Manchester	1,843,118 42				700,545 00
Lion Fire	London	548,461 00				463,639 17
Liverpool and London and Globe	Liverpool	3,422,970 92			187,577 88	105,707 00
*London	London	371,461 21			946,074 00	1,025,231 52
London and Lancashire	Liverpool	1,493,436 65				123,919 77
London and Provincial Fire	London	478,505 00			92,608 25	450,320 10
Magdeburg Fire	Magdeburg	1,654,135 41				149,485 00
Manchester Fire	Manchester	858,855 40			256,250 00	329,447 95
National	Dublin	568,065 00			50,000 00	250,377 12
New Zealand	Auckland	380,567 00			69,352 00	180,005 00
North British and Mercantile	London	3,206,764 26			150,000 00	
North German Fire	Hamburg	264,619 82			1,125,000 00	1,026,245 73
*Northern	London	460,500 39			37,500 00	89,516 77
Norwich Union	Norwich, England	1,699,620 04				139,557 83
Phoenix	London	2,413,978 04			218,240 00	535,648 77
Prussian National	Stettin	230,459 56			403,320 00	905,747 41
*Queen	Liverpool	737,930 75	5,629 61			105,290 93
Royal	Liverpool	2,663,000 00			675,605 00	230,150 97
Scottish Union and National	Edinburgh	626,563 29				
South British Fire and Marine	Auckland	635,445 00		1,528,021 17	197,739 71	137,187 85
*Sun Fire Office	London	715,617 98				113,740 00
Svea	Gothenburg, Sweden	582,677 20				181,683 49
				720,023 13	93,333 33	141,250 74

Transatlantic Fire.....	336,137 10	-----	-----	26,669 25	30,652 79
Union Fire and Marine.....	196,422 92	-----	-----	49,513 06	56,008 84
United Fire.....	850,725 00	-----	-----	12,500 00	285,605 00
Western.....	696,487 24	-----	-----	42,045 38	236,381 36
Totals	\$36,587,046 71	-----	\$2,742,016 26	\$5,862,909 11	\$9,872,707 40

* United States Branch statement.

TABLE No. 28—Continued.

NAME.	Location.	Office Salaries.	Taxes.	All other Expenditures.	Total Expenditures.
Atlas	London	\$104,550 35		\$2,186 85	\$189,181 10
*British America	Toronto	19,265 26	\$15,985 72	45,564 45	627,905 82
Caledonian	Edinburgh	57,754 52	2,654 50	36,618 81	639,508 90
*City of London Fire	London	34,525 93	21,677 95	27,298 93	551,855 74
Commercial Union	London	831,525 15		32,097 30	5,254,802 35
*Fire Insurance Association	London	47,136 34	17,030 95	36,530 99	7,03,469 94
Guardian	London	305,744 50		2,160 79	2,297,556 06
Hamburg-Bremen	Hamburg	26,927 18	19,576 31		485,700 76
Hamburg-Magdeburg	Hamburg	26,333 13			99,507 98
Helvetia Swiss Fire	St. Gall, Switzerland	37,884 79	10,747 44		387,251 46
Imperial	London	154,466 00		322,281 00	3,923,426 00
Lancashire	Manchester	304,966 13	34,786 92	39,569 87	2,493,758 39
Lion Fire	London	110,405 00	13,783 00	1,440 00	839,796 00
Liverpool and London and Globe	Liverpool	439,110 50	111,108 34	465,031 69	6,409,826 97
*London	London	39,273 65	20,277 31	54,330 91	609,262 85
London and Lancashire	Liverpool	225,450 13	39,791 00	68,652 00	2,373,258 13
London and Provincial Fire	London	78,950 00	2,097 00		708,957 00
Magdeburg Fire	Magdeburg	179,588 51	18,333 41	116,864 59	2,554,619 87
Manchester Fire	Manchester	66,253 81	2,338 32	25,469 10	1,253,203 75
National	Dublin	63,525 00			878,947 00
New Zealand	Auckland	295,167 00	8,860 00	19,486 00	1,140,478 00
North British and Mercantile	London	805,752 70	25,000 00	82,136 16	6,330,808 85
North German Fire	Hamburg	50,137 68		12,945 85	484,770 12
*Northern	London	69,147 30	23,712 30	66,191 69	759,109 51
Norwich Union	Norwich, England	147,917 07	34,360 50	139,689 00	2,772,475 38
Phoenix	London	336,145 96		17,406 76	4,076,598 17
Prussian National	Stettin	27,292 30	4,603 55	51,208 00	424,483 95
*Queen	Liverpool	87,472 97	41,706 91	80,936 47	1,178,198 07
Royal	Liverpool	1,525,125 00			4,865,730 00
Scottish Union and National	Edinburgh	151,559 25	17,569 68		2,678,730 95
South British Fire and Marine	Auckland	147,525 00	8,840 00	7,490 00	1,274,680 00
*Sun Fire Office	London	91,797 08	31,792 84	109,378 74	1,130,180 13
Svea	Gothenburg, Sweden	117,363 77	7,511 68		1,662,139 85
Transatlantic Fire	Hamburg	42,418 66	11,005 43	59,448 40	506,931 63
Union Fire and Marine	Christchurch, New Zealand	98,272 86	4,688 42		504,288 41

United Fire.....	Manchester.....	64,100 00	3,645 00	10,370 00	1,227,005 00
Western.....	Toronto.....	55,361 41	25,061 30	111,716 69	1,350,027 49
Totals.....		\$7,386,251 89	\$578,455 78	\$2,084,538 62	\$6,619,111 58

* United States Branch statement.

TABLE NO. 29.

Showing amount of Risks written, Premiums received, and amount of Risks in force on the thirty-first day of December, 1886, with Premiums thereon, of Fire, and Fire and Marine Insurance Companies doing business in California—Companies of Foreign Countries.

NAME.	Location.	RISKS WRITTEN DURING THE YEAR.				
		Fire.	Premiums.	Marine.	Premiums.	Total Premiums.
Atlas	London	\$533,670,000 00	\$800,505 00	\$13,286,975 00	-----	\$800,505 00
*British America	Toronto	49,382,902 00	633,074 04	-----	\$72,958 13	706,032 17
Caledonian	Edinburgh	345,880,825 00	712,569 58	-----	-----	712,569 58
*City of London Fire	London	53,075,911 00	695,875 26	-----	-----	695,875 26
Commercial Union	London	952,120,705 00	4,447,574 75	133,782,575 00	1,127,430 00	5,575,044 75
*Fire Insurance Association	London	69,803,358 00	911,845 73	-----	-----	911,845 73
Guardian	London	697,875,335 00	2,252,355 00	-----	-----	2,252,355 00
Hamburg-Bremen	Hamburg	218,028,913 00	1,177,024 65	-----	-----	1,177,024 65
Hamburg-Magdeburg	Hamburg	36,377,347 00	234,897 41	-----	-----	234,897 41
Helvetia Swiss Fire	St. Gall, Switzerland	520,223,807 00	972,918 41	-----	-----	972,918 41
Imperial	London	1,319,012,175 00	4,205,670 00	-----	-----	4,205,670 00
Lancashire	Manchester	1,043,787,513 00	3,191,362 54	-----	-----	3,191,362 54
Lion Fire	London	264,684,137 00	1,167,334 00	-----	-----	1,167,334 00
Liverpool and London and Globe	Liverpool	2,026,220,330 00	8,396,180 84	-----	-----	8,396,180 84
*London	London	97,184,091 00	657,785 23	-----	-----	657,785 23
London and Lancashire	Liverpool	706,865,301 00	2,533,845 42	-----	-----	2,533,845 42
London and Provincial Fire	London	149,436,000 00	956,000 00	-----	-----	956,000 00
Magdeburg Fire	Magdeburg	1,920,709,658 00	4,995,594 25	-----	-----	4,995,594 25
Manchester Fire	Manchester	441,334,000 00	1,324,002 00	-----	-----	1,324,002 00
National	Dublin	174,269,700 00	810,160 00	-----	-----	810,160 00
New Zealand	Auckland	122,927,935 00	785,857 00	63,537,600 00	697,105 00	1,482,962 00
North British and Mercantile	London	2,187,769,884 00	5,713,650 40	-----	-----	5,713,650 40
North German Fire	Hamburg	241,720,533 00	826,496 14	-----	-----	826,496 14
*Northern	London	108,219,050 00	2,020,057 51	-----	-----	2,020,057 51
Norwich	Norwich, England	1,138,959,445 00	3,201,154 85	-----	-----	3,201,154 85
Phoenix	London	1,305,562,500 00	4,351,874 83	-----	-----	4,351,874 83
Prussian National	Stettin	441,011,760 00	814,293 10	10,939,852 00	36,626 93	850,920 03
*Queen	Liverpool	173,758,151 00	1,803,304 85	-----	-----	1,803,304 85
Royal	Liverpool	-----	-----	-----	-----	-----
Scottish Union and National	Edinburgh	495,643,260 00	1,706,399 31	-----	-----	1,706,399 31
South British Fire and Marine	Edinburgh	158,881,002 00	981,660 00	67,218,060 00	813,078 00	1,794,738 00
*Sun Fire Office	Auckland	139,617,482 00	1,306,158 22	-----	-----	1,306,158 22
	London	-----	-----	-----	-----	-----

Svea	Gothenburg, Sweden	319,858,207 00	1,408,243 22	-----	-----	1,408,243 22
Transatlantic Fire	Hamburg	229,405,945 00	1,287,539 68	-----	-----	1,287,539 68
Union Fire and Marine	Christchurch, N. Z.	43,322,825 00	313,455 52	-----	388,371 62	731,827 14
United Fire	Manchester	431,908,152 00	2126,184 00	-----	-----	2,126,184 00
Western	Toronto	99,352,253 00	1,339,930 68	-----	384,198 45	1,784,129 13
Totals	-----	\$19,277,800,422 00	\$70,353,833 42	-----	\$3,519,768 13	\$73,873,601 55

* United States Branch statement.

TABLE No. 29—Continued.

NAME.	Location.	RISKS IN FORCE DECEMBER 31, 1886.			
		Fire.	Premiums.	Marine.	Total Premiums.
Atlas.....	London.....	\$437,276,635 00	\$655,915 00		\$655,915 00
*British America.....	Toronto.....	53,171,091 00	697,272 40	\$377,241 00	709,342 94
Caledonian.....	Edinburgh.....	279,665,455 00	592,369 94		592,369 94
*City of London Fire.....	London.....	45,903,409 00	628,477 40		628,477 40
Commercial Union.....	London.....	670,412,976 00	3,340,074 79	35,379,120 00	3,962,369 79
*Fire Insurance Association.....	London.....	69,615,934 00	919,968 74		919,968 74
Guardian.....	London.....	504,773,445 00	1,941,750 00		1,941,750 00
Hamburg-Bremen.....	Hamburg.....	100,810,210 00	698,491 49		698,491 49
Hamburg-Magdeburg.....	Hamburg.....	9,816,430 00	69,669 02		69,669 02
Helvetia Swiss Fire.....	St. Gall, Switzerland.....	173,382,910 00	325,090 85		325,090 85
Imperial.....	London.....	590,021,175 00	1,878,840 00		1,878,840 00
Lancashire.....	Manchester.....	878,566,787 00	2,650,241 35		2,650,241 35
Lion Fire.....	London.....	161,297,380 00	823,480 00		823,480 00
Liverpool and London and Globe.....	Liverpool.....	1,790,049,345 00	7,991,484 92		7,991,484 92
*London.....	London.....	106,821,508 00	1,037,036 65		1,037,036 65
London and Lancashire.....	Liverpool.....	587,405,450 00	2,126,995 81		2,126,995 81
London and Provincial Fire.....	London.....	73,596,000 00	547,000 00		547,000 00
Magdeburg Fire.....	Magdeburg.....	271,633,330 00	814,870 00		814,870 00
Manchester Fire.....	Manchester.....	209,310,600 00	828,692 00		828,692 00
National.....	Dublin.....	104,296,470 00	677,404 00		677,404 00
New Zealand.....	Auckland.....			8,823,010 00	100,435 00
North British and Mercantile.....	London.....	1,607,147,383 00	3,809,100 24		3,809,100 24
North German Fire.....	Hamburg.....	156,992,726 00	434,864 76		434,864 76
*Northern.....	London.....	99,198,694 00	977,613 39		977,613 39
Norwich Union.....	Norwich, England.....	984,376,820 00	2,841,389 19		2,841,389 19
Phoenix.....	London.....	1,305,562,500 00	4,351,874 83		4,351,874 83
Prussian National.....	Stettin.....	331,255,017 00	396,471 25		396,471 25
*Queen.....	Liverpool.....	192,568,117 00	2,083,429 28	31,692 00	5,369 07
Royal.....	Liverpool.....				
Scottish Union and National.....	Edinburgh.....	380,591,079 00	1,177,225 58		1,177,225 58
South British Fire and Marine.....	Auckland.....	93,346,390 00	647,260 00	7,236,580 00	840,485 00
*Sun Fire Office.....	London.....	199,791,314 00	1,930,849 48		1,930,849 48
Svea.....	Gothenburg, Sweden.....	161,772,424 00	352,230 41		352,230 41
Transatlantic Fire.....	Hamburg.....	113,633,385 00	554,951 86		554,951 86
Union Fire and Marine.....	Christchurch, N. Z.	24,437,670 00	189,286 77	6,847,238 00	209,907 43

United Fire	Manchesters	174,545,651 00	926,204 00	926,204 00		926,204 00
Western	Toronto	98,645,244 00	1,346,130 11	1,346,130 11	43,124 15	1,389,254 26
Totals		\$13,041,661,414 00	\$51,263,915 51	\$50,547,623 00	\$997,279 42	\$52,261,194 93

* United States Branch statement.

TABLE No. 30.

Summary of Assets, Liabilities, Income, Expenditures, etc., of Marine Insurance Companies doing business in California on the thirty-first day of December, 1886.

NAME.	Location.	Cash Capital paid up.	Assets.	Liabilities, Capital not included.	Income.
Alliance Marine	London	\$1,250,000 00	\$2,050,141 48	\$882,142 81	\$652,225 00
Balaise	Basle, Switzerland	200,000 00	708,998 30	177,700 40	410,209 55
British and Foreign Marine	Liverpool	900,000 00	4,534,142 07	758,102 06	1,088,480 30
Boston Marine	Boston	1,000,000 00	2,193,555 14	542,203 20	1,033,846 80
Canton	Hong Kong	500,000 00	1,301,317 70	182,085 07	930,940 65
China Traders'	Hong Kong	600,000 00	1,818,095 72	215,355 52	844,257 78
Chinese	Hong Kong	300,000 00	495,937 06	217,380 80	375,969 34
Fonciere	Paris	1,250,000 00	2,018,804 53	449,614 84	1,392,733 22
Franco-Hungarian	Buda-Pesth	2,000,000 00	4,039,126 35	1,000,000 00	2,041,941 77
Globe Marine	London	500,000 00	697,189 75	106,757 63	312,351 05
Helvetia Marine	St. Gall, Switzerland	400,000 00	1,409,936 55	432,883 92	543,963 58
International Marine	Liverpool	400,000 00	755,478 00	132,997 32	317,167 62
London and Provincial Marine	London	500,000 00	1,343,246 33	163,582 62	519,172 41
Magdeburg General	Magdeburg	750,000 00	3,054,495 36	2,084,469 31	752,776 49
Mannheim	Mannheim	500,000 00	1,545,504 90	452,572 13	881,771 08
Man On	Hong Kong	500,000 00	430,818 00	70,856 00	188,249 10
Maritime	Liverpool	500,000 00	1,409,602 85	269,925 50	470,131 02
Merchants' Mutual	Baltimore	200,000 00	235,814 24	15,650 00	70,627 17
National Marine	London	500,000 00	848,047 00	297,239 00	720,888 00
North China	London	1,200,000 00	2,078,923 12	292,585 40	1,204,001 20
On Tai	Shanghai	416,686 66	603,263 70	4,012 14	307,649 51
Reliance Marine	Hong Kong	400,000 00	705,685 94	91,408 32	280,728 80
Sea	Liverpool	500,000 00	2,052,659 67	546,327 78	688,771 24
Standard Marine	Liverpool	500,000 00	1,213,888 40	323,257 00	456,065 06
Straits	Liverpool	600,000 00	971,263 87	137,501 14	608,558 06
Switzerland Marine	Singapore	200,000 00	649,003 24	278,691 57	367,455 93
Thames and Mersey	Zurich	1,000,000 00	5,939,830 65	1,411,677 63	1,030,947 62
The Marine	Liverpool	900,000 00	4,972,486 00	145,176 00	978,510 60
Transatlantic Marine	London	225,000 00	696,777 14	271,311 29	503,682 81
Union Insurance Society	Berlin	250,000 00	1,455,410 11	404,801 50	1,138,317 19
Union Marine	Hong Kong	711,200 00	2,250,374 50	480,741 93	934,833 41
Universal Marine	Liverpool	750,000 00	2,547,934 61	300,532 83	782,550 11
Yangtze	London	880,000 00	1,185,282 63	127,280 59	488,797 38
Totals	Shanghai	\$21,312,836 66	\$59,142,764 91	\$13,436,942 88	\$25,091,746 69

TABLE No. 30—Continued.

NAME.	Location.	Expenditures.	Losses Incurred during the Year.	Net Surplus.
Alliance Marine	London	\$642,742 77	\$268,550 00	\$426,998 67
Balaioe	Basle, Switzerland	379,891 81	223,464 51	331,257 90
British and Foreign Marine	Liverpool	1,661,156 30	1,205,420 06	2,816,040 01
Boston Marine	Boston	1,105,212 78	905,785 76	651,161 94
Canton	Hong Kong	545,104 85	218,650 35	618,682 63
China Traders'	Hong Kong	763,123 17	370,000 00	1,003,160 20
Chinese	Hong Kong	250,198 05	184,636 04	
Fonciere	Paris	979,594 90	678,225 70	389,249 69
Franco-Hungarian	Buda-Pesth	2,649,019 51	1,331,662 81	970,086 81
Globe Marine	London	306,791 56	228,425 54	452 12
Helvetia Marine	St. Gall, Switzerland	378,024 96	255,713 49	577,072 63
International Marine	Liverpool	365,791 33	451,403 70	142,480 68
London and Provincial Marine	London	514,632 79	361,966 45	679,693 71
Magdeburg General	Magdeburg	618,726 25	104,098 59	219,993 05
Mannheim	Mannheim	806,250 22	536,120 00	592,992 77
Man On	Hong Kong	174,736 20	60,680 00	59,962 00
Maritime	Liverpool	424,457 29	330,945 00	699,677 35
Merchants' Mutual	Baltimore	83,795 02	54,146 56	80,164 24
National Marine	London	709,920 00	582,962 00	50,808 00
North China	Shanghai	1,179,195 67	350,000 00	586,337 72
On Tai	Hong Kong	225,512 87	76,853 37	242,584 90
Reliance Marine	Liverpool	313,334 38	200,155 00	274,217 62
Sea	Liverpool	521,210 92	538,726 52	1,006,331 89
Standard Marine	Liverpool	423,342 65	352,440 00	300,431 40
Straits	Singapore	604,305 72	388,247 40	233,672 73
Switzerland Marine	Zurich	329,759 13	231,538 07	170,311 67
Thames and Mersey	Liverpool	1,262,239 00	787,865 00	3,528,153 02
The Marine	London	685,671 00	186,586 00	3,927,310 00
Transatlantic Marine	Berlin	264,183 45	196,968 67	200,465 85
Union Insurance Society	Hong Kong	466,472 10	608,913 96	800,608 61
Union Marine	Liverpool	778,844 65	867,115 00	1,038,432 57
Universal Marine	London	853,405 32	597,744 22	1,497,401 78
Yangtze	Shanghai	394,556 68	207,981 23	178,002 04
Totals		\$21,661,239 30	\$13,943,701 00	\$24,384,379 20

TABLE No. 31.

Showing the various items composing the Assets of Marine Insurance Companies doing business in California on the thirty-first day of December, 1886.

NAME.	Location.	Real Estate.	Mortgage Loans.	Stocks and Bonds owned by the Company.	Collateral Loans.	Cash in Office and Banks.
Alliance Marine	London	\$100,000 00		\$1,804,319 85		\$67,670 10
Baloise	Basle, Switzerland		\$78,900 00	411,669 79		34,902 43
British and Foreign Marine	Liverpool			3,573,450 69	\$768,982 18	41,854 08
Boston Marine	Boston	2,743 50	201,000 00	390,486 25	100,820 00	382,375 03
Canton	Hong Kong		187,450 00	335,046 83	135,000 00	486,317 38
China Traders'	Hong Kong	18,000 00	330,591 73	493,190 00		854,984 99
Chinese	Hong Kong		15,000 00	305,894 86		94,241 19
Fonciere	Paris	244,973 36		608,724 93		641,093 82
Franco-Hungarian	Buda-Pesth	803,747 64	11,185 94	1,689,729 48		438,005 79
Globe Marine	London			290,095 00	4,475 00	280,970 50
Helvetia Marine	St. Gall, Switzerland	74,400 00	453,965 21	211,927 45		453,453 27
International Marine	Liverpool			594,033 65	53,500 00	24,629 90
London and Provincial Marine	London			767,728 72		455,266 87
Magdeburg General	Magdeburg		2,132,502 50	620,873 77	7,150 00	37,422 35
Mannheim	Mannheim	43,804 33	284,125 00	57,744 50		721,162 31
Man On	Hong Kong	36,500 00	100,628 20			380,145 80
Maritime	Liverpool			1,251,380 22		83,331 95
Merchants' Mutual	Baltimore	40,000 00		228,719 00	20,692 74	20,692 74
National Marine	London			457,944 00		310,525 00
North China	Shanghai	214,600 00		565,069 42		988,344 18
On Tai	Hong Kong					455,519 00
Reliance Marine	Liverpool					32,944 37
Sea	Liverpool					58,514 14
Standard Marine	Liverpool					23,294 00
Straits	Liverpool					203,406 30
Switzerland Marine	Singapore		610,200 00	4,681 15		89,676 46
Thames and Mersey	Zurich		38,000 00	324,320 40		372,550 00
The Marine	Liverpool			4,291,035 00	220,000 00	43,195 00
Transatlantic Marine	London	350,000 00				80,453 75
Union Insurance Society	Berlin		211,333 34	254,456 14		462,049 35
Union Marine	Hong Kong		90,000 00	693,718 06		15,455 63
Universal Marine	Liverpool		15,000 00	1,831,111 12	144,250 00	179,320 66
Yangtze	London	57,446 00		2,147,025 00		610,285 25
	Shanghai		137,500 00	404,630 20		
Totals		\$1,986,214 83	\$5,083,361 92	\$32,559,519 35	\$2,213,755 70	\$9,323,943 19

TABLE No. 31—Continued.

NAME.	Location.	Interest Due and Accrued.	Premiums in course of Collection.	Bills Receivable, not Matured, taken for Marine Risks.	All other Assets.	Total Assets.
Alliance Marine	London	\$5,863 50	\$62,654 66	\$14,133 37	\$4,500 00	\$2,039,141 48
Baloise	Basle, Switzerland	3,643 25	179,852 83			708,968 30
British and Foreign Marine	Liverpool	10,914 46	275,591 18	50,360 14	12,989 34	4,534,142 07
Boston Marine	Boston	3,935 14	106,918 93	455,276 29		2,193,555 14
Canton	Hong Kong	16,807 08	108,107 59	31,968 82		1,301,317 70
China Traders	Hong Kong	18,889 63	98,039 97		5,000 00	1,818,695 72
Chinese	Hong Kong	8,213 30	58,042 51	10,934 96	3,630 24	495,957 06
Fonciere	Paris		561,192 74		12,879 68	2,068,864 53
Franco-Hungarian	Buda-Pesth		637,494 92		931,307 41	4,639,126 35
Globe Marine	London	4,444 75	74,244 76	117,655 17	2,639 38	607,189 75
Helvetia Marine	St. Gall, Switzerland	10,269 54	150,521 53	920 36	55,389 55	1,409,956 55
International Marine	Liverpool	7,754 75	49,598 20		5,941 50	735,478 00
London and Provincial Marine	London		119,618 60		632 14	1,343,246 33
Magdeburg General	Magdeburg	22 39	162,943 11	4,987 00	88,594 15	3,054,495 36
Mannheim	Mannheim	4,676 23	306,653 04	49,103 25	78,296 24	1,545,564 90
Man On	Hong Kong	5,600 00	18,494 00		89,450 00	630,818 00
Maritime	Liverpool		73,449 30		1,441 38	1,409,602 85
Merchants' Mutual	Baltimore				6,462 50	295,814 24
National Marine	London	11,948 00	62,221 00	1,674 00	3,735 00	848,047 00
North China	Shanghai		215,000 00	95,909 52		2,078,923 12
On Tai	Hong Kong	5,537 69	1,184 81	15,071 60		663,263 70
Reliance Marine	Liverpool	3,454 22	42,300 33			765,685 94
Sea	Liverpool	6,717 39	106,610 25	104,289 96	6,021 43	2,052,659 67
Standard Marine	Liverpool		69,850 00	942 50	34,318 13	1,213,888 40
Straits	Singapore	18,206 69	104,075 38		786 90	971,263 87
Switzerland Marine	Zurich		106,494 59		30,694 35	649,003 24
Thames and Mersey	Liverpool	70,960 90	520,803 75		12,572 28	5,939,830 65
The Marine	London	3,952 50	183,564 50	54,782 00	15,957 00	4,972,486 00
Transatlantic Marine	Berlin		99,004 53	51,529 38		696,777 14
Union Insurance Society	Hong Kong	62,185 70	147,457 00			1,455,410 11
Union Marine	Liverpool	15,617 40	212,078 60	4,379 73	12,482 02	2,250,374 50
Universal Marine	London		155,426 08		8,707 87	2,547,934 61
Yangtze	Shanghai		28,533 71	717 29	3,606 18	1,185,282 63
Totals		\$299,613 91	\$5,098,022 40	\$1,142,584 94	\$1,435,748 67	\$59,142,764 91

TABLE No. 32.

Showing the various items composing the Liabilities, except Capital Stock, of Marine Insurance Companies doing business in California on the first of December, 1889.

NAME.	Location.	Losses Adjusted.	Losses Unadjusted.	Losses Reported.	Check This Month.
Alliance Marine	London		\$110,055 00		\$7,877 50
Balaise	Basle, Switzerland	\$92,347 80			11 50
British and Foreign Marine	Liverpool	6,000 00		\$93,916 80	685 44
Boston Marine	Boston	3,714 00	297,024 00		
Canton	Hong Kong	180 00	292,880 00		
China Traders	Hong Kong		78,920 00		2,205 00
Chinese	Hong Kong	25,497 53	100,000 00		11,760 31
Fonciere	Paris	176,005 53	45,000 00		732 00
France-Hungarian	Buda-Pesth	185,588 09			5,881 16
Globe Marine	London	4,806 26			4,857 00
Helvetia Marine	St. Gall, Switzerland	255,080 27			
International Marine	Liverpool	746 27		80,325 00	61 50
London and Provincial Marine	London	32,312 91			
Magdeburg General	Magdeburg	195,380 22	24,617 25		351 50
Mannheim	Mannheim	10,500 00			924 50
Man On	Hong Kong	77,295 00			50,000 00
Maritime	Liverpool				
Merchants' Mutual	Baltimore				
National Marine	London		384,435 00		199 00
North China	Shanghai		80,000 00		2,085 40
On Tai	Hong Kong		2,399 38		
Reliance Marine	Liverpool	27,195 00			95 25
Sea	Liverpool	9,951 97	262,780 00	9,285 00	50 00
Standard Marine	Liverpool		184,370 00		
Straits	Singapore	65,000 00			
Switzerland Marine	Zurich		108,292 00		236 00
Thames and Mersey	Liverpool	274,355 00			1,424 50
The Marine	London	54,510 00	5,071 00		
Transatlantic Marine	Berlin	61,697 50			1,477 56
Union Insurance Society	Hong Kong		391,945 00		
Union Marine	Liverpool	215,000 00			887 37
Universal Marine	London	8,752 83	12,400 00		
Yangtze	Shanghai	50,289 24	55,000 00		2,102 79
Totals		\$1,828,105 41	\$1,819,278 63	\$183,536 80	\$93,546 07

TABLE No. 33.

Showing the various items composing the Incomes of Marine Insurance Companies doing business in California on the thirty-first day of December, 1881.

NAME.	Location.	Marine Premiums.	Interest on Bonds and Mortgages.	Interest and Dividends from other sources.	Received from all other sources.	Total Income.
Alliance Marine	London	\$592,725 00		\$59,500 00		\$652,225 00
Baloise	Basle, Switzerland	384,778 84		20,982 23	\$1,608 48	410,369 55
British and Foreign Marine	Liverpool	1,535,888 46		152,441 24	156 00	1,688,486 30
Boston Marine	Boston	958,857 53		75,039 27		1,033,896 80
Canton	Hong Kong	874,817 47	\$35,636 82	17,579 00	2,907 36	930,940 65
China Traders'	Hong Kong	729,914 97		85,893 55	28,449 26	844,257 78
Chinese	Hong Kong	340,193 94	1,350 00	22,514 51	11,910 89	375,989 34
Fonciere	Paris	1,253,620 45		31,354 57	17,758 20	1,302,733 22
Franco-Hungarian	Buda-Pesth	493,176 76		133,714 54	2,027,050 47	2,653,941 77
Globe Marine	London	295,358 48		17,558 82	33 75	312,951 05
Helvetia Marine	St. Gall, Switzerland	498,965 97		44,997 61		543,963 58
International Marine	Liverpool	295,026 07		21,944 05	197 50	317,167 62
London and Provincial Marine	London	464,531 77		45,940 64		510,472 41
Magdeburg General	Magdeburg	123,850 15	95,225 35	20,358 27	513,342 72	752,776 49
Mannheim	Mannheim	865,834 81	8,436 79	7,499 48		881,771 08
Man On	Hong Kong	169,767 20	5,000 00	16,740 80	6,111 10	198,219 10
Maritime	Liverpool	421,880 12		46,647 98	1,662 92	470,191 02
Merchants' Mutual	Baltimore	55,482 34		13,708 17	1,436 66	70,627 17
National Marine	London	689,285 00		31,603 00		720,888 00
North China	Shanghai	1,204,740 10		61,111 10	150 00	1,266,001 20
On Tai	Hong Kong	261,493 91	13,085 55	25,727 83	7,342 22	307,649 51
Reliance Marine	Liverpool	266,545 64		23,003 79	179 37	289,728 80
Sea	Liverpool	575,551 89		82,416 54	802 81	658,771 24
Standard Marine	Liverpool	417,811 05		38,224 45	60 00	456,065 50
Straits	Singapore	549,843 15		58,530 91	184 00	608,558 06
Switzerland Marine	Zurich	349,100 47		18,355 46		367,455 93
Thames and Mersey	Liverpool	1,453,611 25		173,387 62	3,948 87	1,630,947 74
The Marine	London	791,585 00		186,925 00		978,510 00
Transatlantic Marine	Berlin	485,688 43	16,397 23		1,597 15	503,682 81
Union Insurance Society	Hong Kong	1,075,506 79		62,810 40		1,138,317 19
Union Marine	Liverpool	867,394 68		67,362 48	76 25	934,833 41
Universal Marine	London	699,644 14		82,905 97		782,550 11
Yangtze	Shanghai	349,978 19		55,090 02	83,759 17	488,797 38
Totals		\$20,398,450 02	\$175,731 74	\$1,803,839 18	\$2,713,725 75	\$25,091,746 69

TABLE No. 34.

Showing the various items composing the Expenditures of Marine Insurance Companies doing business in California on the thirty-first day of December, 1886.

NAME.	Location.	Marine Losses.	Dividends.	Brokerage and Commissions.	Other Salaries.	Taxes.	All other Expenditures.	Total Expenditures.
Alliance Marine	London	\$400,710 00	\$49,335 00	\$6,813 54	\$82,487 97	\$1,493 91	\$41,902 35	\$642,742 77
Balaise	Basle, Switzerland	223,464 51	80,000 00	50,026 42	26,400 88			379,891 81
British and Foreign Marine	Liverpool	1,205,420 03	204,000 00	11,112 88	170,043 04	10,580 32		1,461,156 30
Boston Marine	Boston	858,212 63	100,000 00	23,213 31	37,433 37	18,135 39	68,218 02	1,105,212 78
Canton	Hong Kong	252,950 65	47,735 00	28,335 93	49,000 06			545,104 85
China Traders	Hong Kong	366,612 08	112,030 00	22,402 02	109,008 81			763,123 17
Chinese	Hong Kong	184,636 04	18,000 00	9,775 54	31,476 31		6,310 16	250,198 05
Fonciere	Paris	678,225 70		169,683 62	131,685 58			979,594 90
Franco-Hungarian	Buda-Pesth	462,535 61	150,000 00	232,777 62	264,462 60		1,539,243 68	2,649,019 51
Globe Marine	London	228,425 54	25,000 00		53,396 02			306,791 56
Helvetia Marine	St. Gall, Switzerland	256,713 49		70,454 78	41,020 86	10,835 83		378,024 96
International Marine	Liverpool	287,344 60	30,000 00	11,253 20	35,312 50	41 53	1,839 50	365,791 33
London and Provincial Marine	London	361,936 45	75,000 00		55,615 39	485 50	21,565 45	514,632 79
Magdeburg General	Magdeburg	84,146 85	62,500 00	9,576 04	14,036 56	708 06	447,758 74	618,726 25
Mannheim	Mannheim	622,202 44	49,075 50	51,598 76	69,141 24	615 00	13,617 28	806,250 22
Man On	Hong Kong	60,690 70	32,560 00	6,292 00	21,414 00	1,138 50	52,671 00	174,736 20
Maritime	Liverpool	320,261 85	50,000 00	7,790 80	35,172 14	342 50	10,890 00	424,457 29
Merchants' Mutual	Baltimore	54,146 56	20,000 00	785 07	6,299 80			83,795 02
National Marine	London	485,332 00	52,289 00	99,960 00	51,099 00		21,240 00	709,920 00
North China	Shanghai	616,623 56	423,561 51	18,126 21	120,784 39	100 00		1,179,195 67
On Tai	Hong Kong	76,853 37	50,000 00	9,592 86	39,248 95	1,266 52	48,551 17	225,512 87
Reliance Marine	Liverpool	218,451 22	40,000 00		51,624 00	3,259 16		313,334 38
Sea	Liverpool	423,282 45	50,000 00	1,500 00	41,696 00	4,732 47		521,210 92
Standard Marine	Liverpool	353,687 20	25,000 00		42,655 45			423,342 65
Straits	Singapore	388,247 40	71,146 58		57,017 08			604,305 72
Switzerland Marine	Zurich	231,538 07		30,941 38	46,877 44		56,953 28	329,795 13
Thames and Mersey	Liverpool	787,865 00	299,919 00	32,792 09	169,481 36	7,838 89	10,748 64	1,262,239 00
The Marine	London	186,586 00	375,000 00		124,085 00	4,973 64		685,671 00
Transatlantic Marine	Berlin	193,668 67		34,885 34	30,279 44	2,350 00		264,183 45
Union Insurance Society	Hong Kong	306,968 96		26,572 49	77,892 67	55,037 98		466,472 10
Union Marine	Liverpool	652,115 50	53,340 00	6,727 40	66,061 75			778,844 65
Universal Marine	London	597,744 22	150,000 00		105,661 10			853,405 32
Yangtze	Shanghai	171,419 12	68,380 76	20,840 48	46,598 43	5,297 46	82,020 43	394,556 68
Totals		\$12,663,047 96	\$2,823,932 35	\$993,799 78	\$2,305,039 19	\$76,758 27	\$2,798,661 75	\$21,661,239 30

TABLE No. 35.

Showing the amount of Risks written, Premiums received, and the amount of Risks in force on the thirty-first day of December, 1886, with Premiums thereon, of Marine Insurance Companies doing business in California.

NAME.	Location.	Marine Risks written during the Year.	Premiums.	Marine Risks in force December 31, 1886.	Premiums.
Alliance Marine	London	\$112,575,580 00	\$807,370 00	\$22,623,900 00	\$224,355 00
Baloise	Basle, Switzerland	556,515,980 00	547,783 83	46,831,310 00	85,341 40
British and Foreign Marine	Liverpool	301,538,712 00	2,017,333 00	19,984,053 00	322,344 00
Boston Marine	Boston	72,573,336 00	1,100,436 01	8,856,052 00	335,789 20
Canton	Hong Kong	129,087,888 00	880,855 01	38,563,047 00	146,700 28
China Traders	Hong Kong				
Chinese	Hong Kong	46,819,708 00	509,642 63	7,469,985 00	197,887 19
Fonciere	Paris				
Franco-Hungarian	Buda-Pesth				
Globe Marine	London	53,112,390 00	414,740 92	4,990,738 00	62,386 00
Helvetia Marine	St. Gall, Switzerland	606,927,544 00	657,214 38	9,484,410 00	89,945 88
International Marine	Liverpool	36,021,850 00	295,026 05	6,270,396 00	73,247 09
London and Provincial Marine	London	107,148,460 00	600,576 62	6,161,445 00	91,591 48
Magdeburg General	Magdeburg	139,159,145 00	600,576 62	16,993,300 00	125,678 70
Mannheim	Mannheim	257,533,597 00	157,307 35	2,238,010 00	17,404 25
Man On	Hong Kong		1,318,327 48	23,014,375 00	157,505 27
Maritime	Liverpool	71,087,545 00	421,880 00	8,280,650 00	140,005 00
Merchants' Mutual	Baltimore	6,198,157 00	62,133 31	1,211,582 00	15,050 00
National Marine	London	49,697,930 00	820,200 00	10,999,980 00	257,575 00
North China	Shanghai				
On Tai	Hong Kong				
Reliance Marine	Liverpool	43,480,415 00	336,297 54	4,404,055 00	70,546 10
Sea	Liverpool	50,831,385 00	571,256 60	7,298,420 00	169,191 00
Standard Marine	Liverpool	53,216,745 00	543,155 00	6,078,085 00	101,845 00
Straits	Singapore	77,118,681 00	549,843 15	10,057,280 00	67,742 00
Switzerland Marine	Zurich				
Thames and Mersey	Liverpool	174,873,125 00	1,628,655 00	44,309,050 00	839,730 00
The Marine	London				
Transatlantic Marine	Berlin	135,355,235 00	530,946 21	7,277,164 00	71,086 02
Union Insurance Society	Hong Kong	184,344,537 00	1,271,197 54	8,612,286 00	68,571 00
Union Marine	Liverpool				
Universal Marine	London	75,595,770 00	808,541 50	15,523,280 00	433,290 00
Yangtze	Shanghai	69,832,605 00	428,118 46	900,000 00	17,550 00
Totals		\$3,430,611,380 00	\$17,347,858 19	\$337,998,543 00	\$4,185,197 46

TABLE No. 36—RECAPITULATION.

Summary of Assets, Liabilities, Income, Expenditures, etc., of Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1886.

NAME.	Cash Capital paid up.	Assets.	Liabilities, Capital not included.	Income.	Expenditures.	Losses Incurred during the Year.	Net Surplus.
California companies.....	\$5,950,000 00	\$9,400,976 68	\$2,376,564 90	\$4,197,277 64	\$3,922,335 81	\$2,028,679 36	\$1,074,411 78
Companies of other States.....	37,676,100 00	115,569,822 40	46,848,389 96	56,556,643 66	52,759,822 37	30,181,506 93	31,045,292 44
Companies of foreign countries.....	30,242,671 08	215,083,112 18	129,724,486 17	71,709,200 00	66,619,111 58	37,810,788 90	54,915,950 13
Marine companies.....	21,342,866 66	59,142,764 91	13,436,942 88	25,001,746 69	21,661,239 30	13,943,701 00	24,384,379 20
Totals.....	\$95,211,637 74	\$399,196,676 17	\$192,386,383 91	\$157,554,868 59	\$144,962,509 06	\$83,964,676 79	\$111,420,033 55

TABLE No. 37—RECAPITULATION.

Showing the various items composing the Assets of Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1886.

NAME.	Real Estate.	Mortgage Loans.	Stocks and Bonds Owned.	Collateral Loans.	Cash in Office and Banks.
California companies.....	\$1,096,893 67	\$1,907,970 44	\$2,586,743 85	\$221,450 00	\$2,738,749 38
Companies of other States.....	9,555,056 35	18,480,556 59	70,101,250 74	3,532,531 14	6,333,042 24
Companies of foreign countries.....	18,636,817 79	49,290,325 37	95,304,674 12	18,988,529 81	10,402,200 83
Marine companies.....	1,986,214 83	5,083,361 92	32,539,519 35	2,213,755 70	9,323,943 19
Totals.....	\$31,274,982 64	\$74,762,214 32	\$200,557,188 06	\$24,906,296 65	\$28,397,975 64
NAME.	Interest Due and Accrued.	Premiums in course of Collection.	Bills Receivable, not matured, taken for Fire, Marine, and Inland risks.	All other Assets.	Total Assets.
California companies.....	\$53,773 37	\$680,743 63	\$83,224 01	\$31,388 33	\$9,400,976 68
Companies of other States.....	582,821 22	5,393,975 95	991,395 19	594,192 98	115,569,822 40
Companies of foreign countries.....	1,278,019 11	10,575,342 02	719,856 48	9,732,346 65	215,083,112 18
Marine companies.....	299,613 91	5,098,022 40	1,142,584 94	1,435,748 67	59,142,764 91
Totals.....	\$2,214,227 61	\$21,748,084 00	\$2,937,060 62	\$11,798,676 63	\$369,196,676 17

TABLE No. 38—RECAPITULATION.

Showing the various items composing the Liabilities of Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1886.

NAME.	Losses Adjusted.	Losses Unadjusted.	Losses Resisted.	Cash Dividends remaining unpaid.	Fire Reinsurance.
California companies.....	\$86,157 15	\$134,122 96	\$21,070 85	\$3,178 00	\$1,870,539 50
Companies of other States.....	1,561,164 32	2,740,430 18	594,311 83	37,865 85	40,703,286 74
Companies of foreign countries.....	4,145,207 49	3,048,082 67	142,216 66	377,895 14	32,412,461 26
Marine companies.....	1,828,105 41	1,819,278 63	183,526 80	93,546 07	-----
Totals.....	\$7,620,634 37	\$7,741,914 44	\$941,126 14	\$512,485 06	\$74,986,287 50
NAME.		Marine Reinsurance.	All other Claims.	Total Liabilities, Capital Stock not included.	Net Surplus.
California companies.....		\$179,952 29	\$81,544 15	\$2,376,564 90	\$1,074,411 78
Companies of other States.....		574,815 74	636,515 30	46,848,389 96	31,045,292 44
Companies of foreign countries.....		738,898 78	88,859,724 17	129,724,486 17	54,915,950 13
Marine companies.....		4,792,982 37	4,719,503 60	13,436,942 88	24,384,379 20
Totals.....		\$6,286,649 18	\$94,297,287 22	\$192,386,383 91	\$111,420,033 55

TABLE NO. 39—RECAPITULATION.

Showing the various items composing the Incomes of Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1886.

NAME.	Fire Premiums.	Marine Premiums.	Interest on Mortgage Loans.	Interest and Dividends from other sources.	Rents.	From all other sources.	Total Income.
California companies.....	\$3,259,426 79	\$513,941 18	\$112,380 75	\$177,486 02	\$57,757 23	\$76,285 67	\$4,197,277 04
Companies of other States	47,254,108 20	4,333,161 33	984,685 31	3,562,696 04	253,494 44	168,498 34	56,556,643 63
Companies of foreign countries	61,490,254 64	2,453,563 39	-----	4,942,047 37	-----	2,823,335 20	71,768,200 60
Marine companies	-----	20,398,450 02	175,731 74	1,803,839 18	-----	2,713,725 75	25,001,746 69
Totals.....	\$112,003,789 63	\$27,639,115 92	\$1,272,797 80	\$10,486,068 61	\$311,251 67	\$5,781,844 96	\$157,554,868 59

TABLE NO. 40—RECAPITULATION.

Showing the various items composing the Expenditures of Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1886.

NAME.	Fire Losses.	Marine Losses.	Dividends.	Brokerage and Commissions.	Office Salaries.	Taxes.	All other Expenditures.	Total Expenditures.
California companies.....	\$1,630,673 81	\$363,941 91	\$395,097 34	\$654,720 96	\$357,824 58	\$61,236 29	\$458,840 92	\$3,922,335 81
Companies of other States	25,739,146 95	4,251,494 08	4,648,633 79	9,004,724 55	3,878,973 73	1,242,422 84	3,994,406 43	52,759,822 37
Companies of foreign countries	36,587,046 71	1,505,185 81	5,862,949 11	9,872,707 40	7,386,251 89	578,455 78	4,826,554 88	66,619,011 53
Marine companies	-----	12,663,047 96	2,823,932 35	963,799 78	2,305,039 19	76,758 27	2,798,661 75	21,661,239 30
Totals	\$63,956,867 47	\$18,783,669 76	\$13,730,592 59	\$20,525,952 69	\$13,928,089 39	\$1,953,873 18	\$12,078,463 98	\$144,962,569 05

TABLE No. 41—RECAPITULATION.

Showing amount of Risks written, Premiums received, and amount of Risks in force on the thirty-first day of December, 1886, with Premiums thereon, of Fire and Marine Insurance Companies doing business in California.

NAME.	RISKS WRITTEN DURING THE YEAR.				
	Fire.	Premiums.	Marine.	Premiums.	Total Premiums.
California companies -----	\$292,087,266 00	\$4,182,240 87	\$50,127,844 00	\$824,280 55	\$5,006,521 42
Companies of other States -----	50,897,738,032 00	55,103,705 09	942,748,562 00	5,433,749 44	60,337,354 53
Companies of foreign countries -----	19,277,890,422 00	70,353,833 42	363,940,454 00	3,519,768 13	73,873,601 55
Marine companies -----	-----	-----	3,430,611,380 00	17,347,858 19	17,347,858 19
Totals -----	\$24,639,740,720 00	\$129,639,679 38	\$4,787,428,240 00	\$27,125,656 31	\$156,765,335 69
NAME.	RISKS IN FORCE DECEMBER 31, 1886.				
	Fire.	Premiums.	Marine.	Premiums.	Total Premiums.
California companies -----	\$244,801,779 00	\$3,593,337 09	\$6,239,886 00	\$298,351 00	\$3,831,688 09
Companies of other States -----	6,440,869,780 00	74,331,397 00	57,439,450 00	758,191 32	75,089,588 32
Companies of foreign countries -----	13,041,691,414 00	51,263,915 51	60,547,623 00	997,279 42	52,261,194 93
Marine companies -----	-----	-----	337,998,543 00	4,185,197 46	4,185,197 46
Totals -----	\$19,737,272,973 00	\$129,188,649 60	\$62,225,502 00	\$6,239,019 20	\$135,427,668 80

TABLE No. 42.

Showing the various items composing the Assets of Life Insurance Companies during business in California on the thirty-first day of December, 1886.

NAME.	Location.	Loans on Mortgages.	Collateral Loans.	Stock and Bonds.	Cash in Office and Banks.	Real Estate.
Pacific Mutual Life.....	San Francisco	\$1,014,381 88	\$5,211 94	\$31,300 00	\$74,719 95	\$142,557 72
Aetna Life.....	Hartford	15,431,188 35	711,057 31	8,809,281 21	3,380,274 05	431,434 56
Brooklyn Life.....	New York	522,574 00	2,000 00	426,700 00	80,382 34	340,000 00
Connecticut Mutual Life.....	Hartford	29,445,320 17	385,933 00	10,796,076 55	1,413,982 12	10,311,817 86
Equitable Life.....	New York	19,881,470 94	1,392,606 00	28,711,075 00	5,835,300 07	16,428,225 32
Germania Life.....	New York	6,271,450 00	200,000 00	4,049,500 00	228,921 11	1,113,942 12
Hartford Life.....	Hartford	212,135 16	2,000 00	208,483 25	67,545 53	232,811 76
Manhattan Life.....	New York	3,456,795 15	3,426,762 50	2,131,713 50	195,970 71	778,113 37
Mutual Benefit Life.....	Newark	19,848,923 99	2,091,500 00	10,551,977 73	792,043 03	1,770,169 05
Mutual Life.....	New York	50,118,949 66	6,172,917 25	42,071,641 00	2,306,293 08	10,591,286 32
National Life.....	Montpelier, Vermont	1,504,201 54	53,500 00	1,069,605 82	106,250 07	211,070 68
New England Mutual Life.....	Boston	3,034,170 00	802,336 25	11,545,682 56	393,431 87	1,442,690 65
New York Life.....	New York	15,228,775 00	4,450,000 00	43,124,273 88	3,033,305 13	6,839,974 22
Northwestern Mutual Life.....	Milwaukee	21,123,758 27	---	607,171 89	1,393,579 64	1,569,316 91
Travelers'.....	Hartford	3,483,446 85	342,295 75	3,331,896 93	577,582 87	1,047,803 25
Union Central Life.....	Cincinnati	2,692,969 46	---	200 00	196,802 07	207,975 00
Union Mutual Life.....	Pontiac, Maine	987,688 88	152,650 39	2,474,099 09	108,296 01	1,624,402 24
United States Life.....	New York	2,507,349 53	71,708 46	2,517,297 86	62,287 01	102,500 00
Washington Life.....	New York	6,377,398 67	5,000 00	827,250 00	137,651 52	436,216 57
Totals.....		\$202,572,947 50	\$20,267,478 85	\$173,885,376 27	\$20,604,208 18	\$55,618,507 00

TABLE No. 42—Continued.

NAME.	Location.	Premium Notes.	Interest Due and Accrued.	Net Uncollected Premiums.	All other admitted Assets.	Total Assets.
Pacific Mutual Life	San Francisco	\$80,169 47	\$66,492 08	\$50,894 41	-----	\$1,465,817 45
Ætna Life	Hartford	1,617,914 79	428,361 35	168,912 58	\$285,563 62	31,463,987 82
Brooklyn Life	New York	151,505 72	13,036 13	31,820 32	5,446 11	1,604,064 02
Connecticut Mutual Life	Hartford	2,257,210 24	964,478 82	78,828 10	12,570 65	55,696,217 51
Equitable Life	New York	-----	552,487 71	1,423,818 00	87,929 61	74,332,972 65
Germania Life	New York	157,829 12	58,140 90	223,114 60	7,998 34	12,310,626 19
Hartford Life	Hartford	98,952 50	4,627 89	2,951 31	652,204 87	1,482,772 27
Manhattan Life	New York	1,057,745 73	99,053 79	163,903 03	-----	11,310,057 78
Mutual Benefit Life	Newark	4,247,228 49	585,558 26	301,015 06	628,100 91	40,816,516 52
Mutual Life	New York	-----	1,166,870 65	1,252,093 82	-----	113,679,961 78
National Life	Montpelier, Vermont	156,293 75	61,997 97	71,747 26	-----	3,835,247 09
New England Mutual Life	Boston	803,038 05	190,039 69	161,351 13	254,301 05	18,627,081 25
New York Life	New York	408,619 44	475,536 58	1,350,482 63	10,900 52	74,921,927 40
Northwestern Mutual Life	Milwaukee	1,056,378 95	396,497 63	496,373 39	4,997 86	26,648,074 54
Travelers'	Hartford	-----	83,419 52	182,015 11	63,129 40	9,111,589 68
Union Central Life	Cincinnati	443,100 76	43,943 69	165,996 06	1,441 00	3,152,368 04
Union Mutual Life	Portland, Maine	597,078 00	64,630 98	93,162 99	17,976 78	6,119,915 36
United States Life	New York	148,646 59	66,755 55	123,845 69	-----	5,600,390 69
Washington Life	New York	-----	76,798 93	211,636 73	165,197 29	8,231,129 71
Totals	-----	\$13,281,741 60	\$5,428,698 12	\$6,553,972 22	\$2,197,788 01	\$500,410,718 35

TABLE No. 43.

Showing the various items composing the Liabilities, Capital Stock not included, of Life Insurance Companies doing business in California on the thirty-first day of December, 1886.

NAME.	Location.	Losses Adjusted and in process of Adjustment.	Losses Resisted.	Net Value of outstanding Policies (American Table), Interest $\frac{4}{3}$ per ct.	Unpaid Dividends due Policy Holders.	All other Liabilities.	Total Liabilities.	Surplus as regards Policy Holders.
Pacific Mutual Life	San Francisco	\$258 00		\$1,304,903 00			\$1,305,101 00	\$100,656 45
Ætna Life	Hartford	212,963 00	\$28,500 00	24,195,039 00	\$62,956 00	\$6,078 02	24,505,536 02	6,958,451 80
Brooklyn Life	New York	43,638 00		1,299,486 00	2,194 93	5,558 90	1,350,757 83	253,306 79
Connecticut Mutual Life	Hartford	231,175 75	10,000 00	46,616,118 00	148,806 66	392,398 13	47,389,198 54	8,297,038 97
Equitable Life	New York	221,066 00	10,000 00	54,524,308 00	86,947 00	48,805 00	54,891,186 00	19,441,786 05
Germania Life	New York	136,617 49	28,887 68	10,397,223 26	44,348 57	37,552 76	10,614,629 76	1,695,966 43
Hartford Life	Hartford			485,272 00		635,747 95	1,121,019 95	361,752 32
Manhattan Life	New York	189,443 00		8,787,762 00	74,447 43	57,300 00	9,104,362 43	2,205,105 35
Mutual Benefit Life	Newark	201,874 93	32,000 00	34,861,189 00	203,202 18	9,251 10	35,307,517 21	5,508,966 31
Mutual Life	New York	1,003,811 25		98,845,887 00		116,583 84	99,996,282 09	13,713,679 69
National Life	Montpelier, Vt.	17,000 00	10,000 00	2,739,366 56	25,794 82	218,516 75	3,010,678 13	824,568 93
New England Mutual Life	Boston	172,474 00		14,622,205 00	99,407 89		14,894,086 89	3,732,394 36
New York Life	New York	575,862 41	20,000 00	58,733,705 00		43,039 46	59,372,697 87	15,549,319 53
Northwestern Mutual Life.	Milwaukee	124,663 47	55,000 00	20,331,472 00	7,000 00	90,359 84	20,638,495 31	6,031,383 07
Travelers	Hartford	132,487 33	114,700 00	5,527,367 00		692,457 68	6,467,012 01	2,644,577 67
Union Central Life	Cincinnati	21,427 00		2,469,150 00	916 63	147,924 72	2,639,418 35	512,919 69
Union Mutual Life	Portland, Me.	67,390 49	11,584 18	5,390,334 00	5,460 38	38,676 79	5,423,445 84	693,469 52
United States Life	New York	2,930 00	12,000 00	4,594,252 00		10,029 79	4,619,211 79	981,178 90
Washington Life	New York	44,623 20	14,411 99	7,219,901 00		9,386 78	7,288,322 97	981,200 63
Totals		\$3,365,605 32	\$347,083 85	\$402,854,940 82	\$761,542 49	\$2,560,307 51	\$409,919,479 99	\$80,551,524 09

TABLE NO. 44.

Showing the various items composing the Incomes of Life Insurance Companies doing business in California on the thirty-first day of December, 1886.

NAME.	Location.	Premiums.	Interest.	Rents.	All other Sources.	Total Income.
Pacific Mutual Life.....	San Francisco	\$408,841 31	\$80,649 50			\$489,490 81
Ætna Life.....	Hartford	3,030,012 04	1,609,618 72			4,639,630 76
Brooklyn Life.....	New York	186,737 64	60,003 47	\$19,540 01	\$11,754 85	278,035 97
Connecticut Mutual Life.....	Hartford	4,464,543 67	2,386,089 92	427,060 11	147,282 92	7,425,006 62
Equitable Life.....	New York	16,272,154 62	3,118,817 24	482,761 33		19,873,733 19
Germania Life.....	New York	1,749,368 74	527,986 83	51,388 27	711 34	2,329,455 18
Hartford Life.....	Hartford	18,811 13	31,529 08	3,698 55	845,593 11	899,631 87
Manhattan Life.....	New York	1,141,835 63	462,822 05	67,392 34		1,672,050 02
Mutual Benefit Life.....	Newark	4,630,662 63	2,039,020 85	33,303 51		6,702,987 02
Mutual Life.....	New York	15,634,720 66	5,115,413 21	387,042 80		21,137,176 67
National Life.....	Montpelier, Vt.	725,315 84	178,452 10	313 33	8,273 67	912,354 94
New England Mutual Life.....	Boston	2,211,776 47	832,839 61	70,853 33	38,416 13	3,153,885 54
New York Life.....	New York	15,160,468 51	3,228,633 96	82,656 68	359,998 68	18,831,757 83
Northwestern Mutual Life.....	Milwaukee	4,416,488 65	1,413,737 00	40,571 42		5,870,797 07
Travelers'.....	Hartford	2,927,011 66	434,263 09	83,035 86		3,475,922 07
Union Central Life.....	Cincinnati	943,073 48	179,072 62	5,427 73	31,611 46	1,129,066 83
Union Mutual Life.....	Portland, Me.	676,956 27	269,213 05	40,069 81	14,717 54	940,896 67
United States Life.....	New York	685,034 60	263,959 57	2,214 91	16,829 33	968,048 41
Washington Life.....	New York	1,508,698 70	353,249 43	19,355 56	34,512 82	1,915,816 51
Totals.....		\$76,792,512 28	\$22,525,381 30	\$1,816,655 55	\$1,511,194 85	\$102,645,743 98

TABLE No. 45.

Showing the various items composing the Expenditures of Life Insurance Companies doing business in California on the thirty-first day of December, 1884.

NAME.	Location.	Losses and Matured Endowments.	Surrendered Policies.	Premium Notes Voided by Lapse of Policies.	Dividends to Policy Holders.	Dividends to Stockholders.
Pacific Mutual Life.....	San Francisco	\$134,937 80	\$59,198 79	-----	\$29,743 93	\$10,000 00
Etna Life.....	Hartford	2,072,538 32	311,210 47	\$41,355 81	552,920 34	100,000 00
Brooklyn Life.....	New York	98,782 00	35,189 72	4,682 36	16,430 35	10,000 00
Connecticut Mutual Life.....	Hartford	3,513,021 84	533,639 91	49,207 18	1,189,131 71	-----
Equitable Life.....	New York	5,331,679 93	1,033,009 79	-----	1,889,238 81	7,000 00
Germania Life.....	New York	813,987 95	144,248 46	-----	231,384 18	24,000 00
Hartford Life.....	Hartford	12,311 00	40,047 22	-----	39,371 40	20,000 00
Manhattan Life.....	New York	797,916 86	160,038 58	4,514 71	221,887 96	40,000 00
Mutual Benefit Life.....	Newark	2,921,769 23	564,420 37	6,776 60	1,180,198 44	-----
Mutual Life.....	New York	7,186,469 38	3,215,180 23	-----	2,689,243 24	-----
National Life.....	Montpelier, Vt.	187,037 40	77,500 39	-----	71,811 47	-----
New England Mutual Life.....	Boston	1,292,558 00	210,788 54	17,947 89	450,279 17	-----
New York Life.....	New York	3,316,110 98	1,315,117 91	-----	2,074,238 81	-----
Northwestern Mutual Life.....	Milwaukee	1,344,182 06	232,069 11	16,813 80	820,903 92	-----
Travelers'.....	Hartford	1,258,637 69	58,256 85	-----	-----	84,000 00
Union Central Life.....	Cincinnati	148,805 91	58,452 03	71,345 33	22,931 74	10,000 00
Union Mutual Life.....	Portland, Me.	544,127 89	68,432 91	10,782 00	58,153 43	30,800 00
United States Life.....	New York	452,458 85	73,783 07	-----	-----	8,590 75
Washington Life.....	New York	671,205 40	285,022 99	-----	149,107 00	-----
Totals.....	-----	\$32,098,618 49	\$8,475,667 34	\$223,425 68	\$11,667,015 90	\$344,390 75

TABLE No. 45—Continued.

NAME.	Location.	Commissions.	Salaries.	Medical Exam- iners.	All other Pay- ments.	Total Expendi- tures.
Pacific Mutual Life	San Francisco	\$36,340 38	\$35,608 42	\$2,641 50	\$23,846 72	\$332,317 54
Aetna Life	Hartford	316,807 46	112,351 87	20,950 20	158,910 45	3,687,044 92
Brooklyn Life	New York	17,456 66	19,911 56	5,830 71	41,931 15	250,214 51
Connecticut Mutual Life	Hartford	261,497 74	116,548 68	16,003 61	616,618 23	6,296,268 90
Equitable Life	New York	1,389,888 92	463,629 28	170,737 98	1,510,082 03	11,764,986 74
Germania Life	New York	196,000 26	111,213 03	15,879 43	53,160 10	1,589,873 41
Hartford Life	Hartford	100,532 97	41,317 27	15,881 53	569,459 16	838,920 55
Manhattan Life	New York	145,672 18	77,199 97	11,174 50	91,733 67	1,550,168 43
Mutual Benefit Life	Newark	468,337 54	120,616 39	36,279 10	349,548 66	5,647,946 33
Mutual Life	New York	1,732,632 83	432,281 73	114,322 51	902,955 55	16,283,086 47
National Life	Montpelier, Vt.	100,803 11	29,207 64	10,283 61	37,512 95	514,236 57
New England Mutual Life	Boston	165,806 27	84,091 87	10,900 40	261,217 81	2,493,649 95
New York Life	New York	1,814,904 80	386,065 39	140,380 10	1,763,389 42	10,810,207 41
Northwestern Mutual Life	Milwaukee	590,054 29	151,397 36	46,251 89	374,804 27	3,576,503 70
Travelers	Hartford	625,413 38	264,727 69	24,682 25	265,628 45	2,581,346 31
Union Central Life	Cincinnati	143,722 05	189,272 01	18,580 25	53,779 49	716,918 81
Union Mutual Life	Portland, Me.	61,019 16	130,491 80	13,904 50	73,768 24	940,679 93
United States Life	New York	90,215 46	105,337 38	11,677 12	76,793 02	841,664 90
Washington Life	New York	102,087 68	85,386 69	16,374 97	178,955 31	1,496,730 79
Totals		\$8,359,013 14	\$2,957,256 03	\$703,336 16	\$7,404,095 68	\$72,232,819 17

TABLE No. 46.

Showing the number and amount of Policies, including additions, in force at the end of the previous year, and an exhibit of the Policies issued, and of those which have ceased to be in force during the year, and those in force at the end of the year, of Life Insurance Companies doing business in California on the thirty-first day of December, 1885.

NAME.	Location.	POLICIES IN FORCE DECEMBER 31, 1885.			POLICIES ISSUED AND RECEIVED DURING THE YEAR.			TOTAL.	
		Number.	Amount Insured.		Number.	Amount Insured.	Number.	Amount Insured.	
Pacific Mutual Life	San Francisco	3,070	\$7,835,487 00		504	\$1,276,689 00	3,574	\$9,112,177 00	
Aetna Life	Hartford	61,437	87,791,243 00		6,756	13,133,517 00	68,193	100,924,760 00	
Brooklyn Life	New York	4,285	5,461,865 00		1,983	1,133,736 00	6,268	6,595,601 00	
Connecticut Mutual Life	Hartford	62,995	151,301,588 00		3,440	8,295,830 00	66,435	159,597,418 00	
Equitable Life	New York	95,872	357,338,246 00		28,086	111,540,293 00	123,958	468,878,449 00	
Germania Life	New York	23,421	39,973,985 00		3,035	5,317,044 00	26,456	45,291,029 00	
Hartford Life	Hartford								
Manhattan Life	New York	12,481	34,467,139 00		2,081	5,921,229 00	14,562	40,388,368 00	
Mutual Benefit Life	Newark	51,846	139,416,807 00		6,068	14,834,302 00	57,914	154,251,109 00	
Mutual Life	New York	120,882	398,962,337 00		18,056	56,827,014 00	138,938	455,779,351 00	
National Life	Montpelier, Vermont	10,766	16,579,518 00		3,628	6,088,563 00	14,394	22,668,081 00	
New England Mutual Life	Boston	22,066	64,634,522 00		2,551	8,034,024 00	24,617	72,668,546 00	
New York Life	New York	86,418	289,674,500 00		22,027	85,178,284 00	108,445	374,852,784 00	
Northwestern Mutual Life	Milwaukee	50,100	110,710,861 00		11,631	31,446,673 00	61,731	142,157,534 00	
Travelers'	Hartford	16,570	29,806,131 00		3,730	8,635,199 00	20,300	38,441,330 00	
Union Central Life	Cincinnati	10,571	17,334,913 00		6,230	11,626,322 00	16,802	28,961,235 00	
Union Mutual Life	Portland, Maine	13,991	24,567,438 00		3,131	5,980,541 00	16,822	30,497,978 00	
United States Life	New York	10,185	20,153,853 00		1,772	4,165,175 00	11,957	24,319,028 00	
Washington Life	New York	15,385	33,956,324 00		3,266	7,695,163 00	18,651	41,651,487 00	
Totals		672,311	\$1,769,962,757 00		128,575	\$387,080,108 00	800,617	\$2,157,042,925 00	

TABLE No. 46—Continued.

NAME.	Location.	POLICIES TERMINATED.		NET POLICIES IN FORCE DECEMBER 31, 1886.	
		Number.	Amount Insured.	Number.	Amount Insured.
Pacific Mutual Life	San Francisco	389	\$1,038,277 00	3,185	\$8,073,900 00
Ætna Life	Hartford	4,900	8,661,821 00	63,293	92,262,919 00
Brooklyn Life	New York	1,014	829,190 00	5,254	5,746,431 00
Connecticut Mutual Life	Hartford	3,408	9,068,495 00	63,027	150,628,923 00
Equitable Life	New York	13,666	57,099,351 00	110,292	411,779,098 00
Germania Life	New York	1,870	3,494,089 00	24,586	41,802,349 00
Hartford Life	Hartford				
Manhattan Life	New York	1,424	4,136,479 00	13,138	36,251,889 00
Mutual Benefit Life	Newark	4,281	11,065,053 00	53,633	143,186,456 00
Mutual Life	New York	9,692	32,003,177 00	129,846	393,776,174 00
National Life	Montpelier, Vermont	1,809	2,608,575 00	12,595	20,059,506 00
New England Mutual Life	Boston	1,798	5,426,585 00	22,819	67,241,941 00
New York Life	New York	10,726	40,479,254 00	97,719	304,373,540 00
Northwestern Mutual Life	Milwaukee	5,187	14,527,631 00	56,544	127,629,903 00
Travelers'	Hartford	1,898	4,269,705 00	18,402	34,171,625 00
Union Central Life	Cincinnati	3,459	6,421,646 00	13,343	22,539,569 00
Union Mutual Life	Portland, Maine	2,711	5,312,032 00	14,111	25,185,946 00
United States Life	New York	1,252	3,209,873 00	10,705	21,109,135 00
Washington Life	New York	2,147	5,076,656 00	16,504	36,574,831 00
Totals		71,631	\$214,728,509 00	728,996	\$1,942,314,416 00

TABLE NO. 47.

Showing the number and amount of Policies which have ceased to be in force during the year, with their mode of termination, of Life Insurance Companies doing business in California on the thirty-first day of December, 1886.

NAME.	Location.	BY DEATH.		BY EXPIRATION.		BY SURRENDER.	
		Number.	Amount Insured.	Number.	Amount Insured.	Number.	Amount Insured.
Pacific Mutual Life	San Francisco	37	\$98,697 00	17	\$23,500 00	123	\$339,170 00
Aetna Life	Hartford	894	1,304,793 00	1,000	1,160,858 00	1,013	1,642,105 00
Brooklyn Life	New York	71	95,620 00	23	35,120 00	136	271,813 00
Connecticut Mutual Life	Hartford	1,153	2,850,105 00	374	691,980 00	745	2,327,190 00
Equitable Life	New York	1,179	5,027,096 00	192	665,435 00	1,369	7,180,094 00
Germania Life	New York	355	579,111 00	173	220,042 00	370	973,552 00
Hartford Life	Hartford						
Manhattan Life	New York	223	715,235 00	55	81,713 00		
Mutual Benefit Life	Newark	889	2,715,984 00	615	1,516,830 00	129	385,080 00
Mutual Life	New York	1,661	4,862,313 00	725	1,765,470 00	1,568	4,076,034 00
National Life	Montpelier, Vermont	92	177,433 00	14	27,725 00	2,413	7,301,455 00
New England Mutual Life	Boston	324	1,040,269 00	393	975,516 00	583	621,162 00
New York Life	New York	964	2,972,283 00	469	560,933 00	477	1,062,001 00
Northwestern Mutual Life	Milwaukee	474	979,108 00	261	2,997,332 00	1,187	7,291,886 00
Travelers'	Hartford	171	352,172 00	57	80,855 00	626	1,300,805 00
Union Central Life	Cincinnati	70	118,918 00	64	90,753 00	130	195,120 00
Union Mutual Life	Portland, Maine	187	391,224 00	402	671,546 00	143	255,076 00
United States Life	New York	160	340,499 00	83	183,764 00	120	276,201 00
Washington Life	New York	202	523,436 00	63	115,382 00	122	315,831 00
Totals		9,106	\$25,204,307 00	4,983	\$11,865,357 00	11,745	\$37,117,257 00

TABLE No. 47—Continued.

NAME.	Location.	By LAPSE.		By CHANGE AND DECREASE AND NOT TAKEN.	
		Number.	Amount Insured.	Number.	Amount Insured.
Pacific Mutual Life	San Francisco	161	\$421,000 00	51	\$156,000 00
Ætna Life	Hartford	977	2,495,374 00	1,016	1,998,631 00
Brooklyn Life	New York	699	324,182 00	85	102,455 00
Connecticut Mutual Life	Hartford	923	2,191,150 00	213	1,008,039 00
Equitable Life	New York	7,296	25,101,638 00	3,660	19,116,988 00
Germania Life	New York	589	932,422 00	383	788,792 00
Hartford Life	Hartford				
Manhattan Life	New York	545	1,374,557 00	472	1,579,894 00
Mutual Benefit Life	Newark	767	1,725,425 00	442	1,026,780 00
Mutual Life	New York	2,730	6,969,305 00	2,163	6,463,640 00
National Life	Montpelier, Vermont	464	651,500 00	651	1,130,755 00
New England Mutual Life	Boston	322	1,281,856 00	279	1,066,943 00
New York Life	New York	4,725	14,120,929 00	3,381	15,528,213 00
Northwestern Mutual Life	Milwaukee	2,775	6,112,782 00	1,051	3,137,544 00
Travelers'	Hartford	919	1,892,300 00	621	1,749,258 00
Union Central Life	Cincinnati	1,609	2,713,400 00	1,513	3,233,121 00
Union Mutual Life	Portland, Maine	814	1,484,075 00	1,188	2,488,986 00
United States Life	New York	625	1,514,279 00	262	855,500 00
Washington Life	New York	933	1,935,528 00	458	1,209,848 00
Totals		27,903	\$73,249,902 00	17,889	\$62,640,547 00

TABLE No. 48.

Statement of Office Collections, showing amounts collected from the different Companies for the year ending December 31, 1886, for filing and certifying copies of papers, taxes, and substitution of securities.

NAME.	Amount.	NAME.	Amount.
<i>California Companies.</i>		Amount brought forward.....	
Anglo-Nevada.....	\$53 00	Northwestern National.....	20 00
California.....	20 00	Oregon Fire and Marine.....	30 00
Commercial.....	22 00	Orient.....	20 00
Fireman's Fund.....	38 00	Pacific Fire.....	100 38
Home Mutual.....	20 00	Pennsylvania.....	141 56
Oakland Home.....	20 00	Pennsylvania Fire.....	540 02
Southern California.....	26 00	People's.....	98 22
State Investment.....	20 00	Phenix.....	210 62
Sun.....	20 00	Phenix.....	20 00
Union.....	21 00	Prescott.....	94 19
Western Fire and Marine.....	20 00	Providence-Washington.....	229 75
Pacific Mutual Life.....	85 00	Saint Paul.....	154 42
Pacific Surety.....	50 00	Security.....	20 00
<i>Companies of Other States.</i>		Southern.....	65 00
Etna.....	20 00	Springfield Fire and Marine.....	524 45
Agricultural.....	205 57	Sun Mutual.....	20 00
Allemannia.....	203 23	Teutonia.....	20 00
Amazon.....	20 00	Traders'.....	20 00
American.....	237 37	Union.....	119 67
American Central.....	50 00	United States Fire.....	41 52
American Fire.....	859 47	Washington Fire and Marine.....	315 77
Boatman's Fire and Marine.....	126 02	Westchester Fire.....	92 43
Boylston.....	20 00	Williamsburg City Fire.....	51 22
Citizens'.....	50 00	<i>Fire Companies of Foreign Countries.</i>	
Citizens'.....	191 63	Atlas.....	20 00
Clinton Fire.....	74 74	British America.....	20 00
Commercial Fire.....	211 30	Caledonian.....	20 00
Concordia Fire.....	20 00	City of London Fire.....	20 00
Connecticut Fire.....	20 00	Commercial Union.....	20 00
Continental.....	227 03	Fire Insurance Association.....	30 00
Eliot.....	94 19	Guardian.....	20 00
Farragut Fire.....	34 16	Hamburg-Bremen.....	20 00
Fire Association of Philadelphia.....	541 57	Hamburg-Magdeburg.....	20 00
Firemen's.....	20 00	Helvetia Swiss Fire.....	20 00
Firemen's.....	128 30	Imperial.....	34 00
Franklin Fire.....	154 58	Lancashire.....	20 00
German.....	20 00	Lion Fire.....	20 00
German-American.....	218 97	Liverpool and London and Globe.....	20 00
German Fire.....	209 23	London.....	20 00
Germania Fire.....	282 63	London and Lancashire.....	20 00
Girard Fire and Marine.....	218 48	London and Provincial Fire.....	20 00
Glen's Falls.....	181 56	Magdeburg Fire.....	65 00
Hanover Fire.....	362 71	Manchester Fire.....	20 00
Hartford Fire.....	30 00	National.....	20 00
Home.....	498 47	National Fire and Marine.....	20 00
Howard.....	95 99	New Zealand.....	20 00
Insurance Company of North America.....	945 53	North British and Mercantile.....	20 00
Insurance Company of the State of Pennsylvania.....	165 72	North German Fire.....	20 00
Mechanics' Fire.....	12 35	Northern.....	20 00
Merchants'.....	198 66	Norwich Union.....	20 00
Merchants'.....	66 39	Phoenix.....	20 00
Michigan Fire and Marine.....	65 00	Prussian National.....	40 00
National Fire.....	42 01	Queen.....	20 00
National Fire.....	30 00	Royal.....	20 00
New Hampshire Fire.....	20 00	Scottish Union and National.....	30 00
Niagara Fire.....	228 76	South British Fire and Marine.....	20 00
North American.....	94 19	Svea.....	21 00
		Sun Fire Office.....	65 00
Amount carried forward.....	\$7,910 81	Amount carried forward.....	\$11,685 03

TABLE No. 48—Continued.

NAME.	Amount.	NAME.	Amount.
Amount brought forward.....	\$11,685 03	Amount brought forward.....	\$12,485 03
Transatlantic Fire.....	20 00	Union Insurance Society.....	20 00
Union Fire and Marine.....	30 00	Union Marine.....	20 00
United Fire.....	20 00	Universal Marine.....	20 00
Western.....	20 00	Yangtze.....	20 00
<i>Marine Companies.</i>		<i>Life Companies.</i>	
Alliance Marine.....	20 00	Ætna Life.....	20 00
Baloise.....	20 00	Brooklyn Life.....	20 00
British and Foreign Marine.....	20 00	Connecticut Mutual Life.....	30 00
Boston Marine.....	20 00	Equitable Life.....	20 00
Canton.....	20 00	Germania Life.....	20 00
China Traders'.....	20 00	Hartford Life.....	20 00
Chinese.....	20 00	Manhattan Life.....	20 00
Danube.....	20 00	Mutual Benefit Life.....	20 00
Fonciere.....	20 00	Mutual Life.....	20 00
Franco-Hungarian.....	65 00	National Life.....	65 00
Globe Marine.....	20 00	New England Mutual Life.....	20 00
Great Western.....	20 00	New York Life.....	20 00
Helvetia General.....	20 00	Northwestern Mutual Life.....	30 00
International Marine.....	20 00	Penn Mutual Life.....	20 00
London and Provincial Marine.....	20 00	Travelers'.....	20 00
Magdeburg General.....	20 00	Union Central Life.....	30 00
Mannheim.....	20 00	Union Mutual Life.....	20 00
Man On.....	20 00	United States Life.....	20 00
Maritime.....	20 00	Washington Life.....	20 00
Merchants' Mutual.....	65 00	Phoenix Mutual Life.....	20 00
National Marine.....	20 00	National Life.....	20 00
North China.....	20 00		
On Tai.....	20 00	<i>Miscellaneous Companies.</i>	
Reliance Marine.....	20 00	Accident Insurance Company of	
Sea.....	20 00	North America.....	30 00
Standard Marine.....	20 00	Fidelity and Casualty.....	20 00
Straits.....	20 00	American Surety.....	20 00
Switzerland Marine.....	20 00	American Steam Boiler.....	20 00
Thames and Mersey.....	20 00	Hartford Steam Boiler.....	20 00
The Marine.....	20 00	Lloyd's Plate Glass.....	20 00
Transatlantic Marine.....	20 00	Metropolitan Plate Glass.....	20 00
Amount carried forward.....	\$12,485 03	Total.....	\$13,210 03

I certify the foregoing to be a full, true, and correct statement of the receipts of the Insurance Department of the State of California, for the year eighteen hundred and eighty-six, to the best of my knowledge and belief.

J. C. L. WADSWORTH,
Insurance Commissioner.

Subscribed and sworn to before me, this thirtieth June, 1887.

[SEAL.]

GEO. T. KNOX, Notary Public.



TWENTIETH ANNUAL REPORT

OF THE

INSURANCE COMMISSIONER

FOR THE

STATE OF CALIFORNIA.

YEAR ENDING DECEMBER 31, 1887.



SACRAMENTO:

STATE OFFICE : : : : J. D. YOUNG, SUPT. STATE PRINTING.
1888.



TWENTIETH ANNUAL REPORT

OF THE

CALIFORNIA INSURANCE COMMISSIONER.

INSURANCE DEPARTMENT, }
SAN FRANCISCO, June 1, 1888. }

To the honorable R. W. WATERMAN, Governor of California :

SIR: In compliance with the provisions of Section 595 of the Political Code, I herewith present the Twentieth Annual Departmental Report, showing in tabular form the condition of the insurance business and interests in this State, the receipts and expenditures of this office in detail, and other matters concerning insurance, for the year ending the thirty-first day of December, 1887.

The following named companies were admitted to transact business in this State during the year 1887:

Mechanics and Traders	New Orleans, Louisiana.
Citizens	Cincinnati, Ohio.
American Fire	New York.
Australian General	Sidney.
Straits Fire	Singapore.
Granite State Fire	Portsmouth, New Hampshire.
Peoples Fire	Manchester, New Hampshire.
Insurance Company of Dakota	Sioux Falls, Dakota Territory.
Employers Liability	London, England.
Liberty	New York.
Economic Fire	London, England.
Home Life	New York.
California Title Insurance and Trust Company	San Francisco.

And the following named companies have discontinued doing business in this State:

Accident Insurance Company of North America	Montreal.
National Fire and Marine	Dunedin, New Zealand.
Danube	Vienna.
Merchants Mutual	Baltimore.

The average percentage of losses to premiums on fire risks for 1887 is 37.6.

The average percentage of losses to premiums on marine risks for 1887 is 60.1.

The ratios of losses to premiums on fire risks for the twelve years next preceding, were:

For the year 1875	28.28
For the year 1876	34.2
For the year 1877	31.0
For the year 1878	26.3
For the year 1879	32.5
For the year 1880	32.5
For the year 1881	33.3
For the year 1882	39.9
For the year 1883	39.1
For the year 1884	28.5
For the year 1885	44.8
For the year 1886	51.2

The only insurance company incorporated under the laws of this State, in 1887, was the California Title Insurance and Trust Company, organized for the insurance of titles to real estate, to take charge of trust funds and estates, and transact all business connected therewith, it being the first company incorporated here for the transaction of, and the only one doing that class of business.

Of the twelve companies of other States and countries admitted, nine transact fire, one marine, one life, and one accident business.

Of the four companies discontinuing business, two transacted marine, one fire and marine, and one accident business, leaving the total number of companies acting under authority of this Department, on the thirty-first day of December, 1887, one hundred and seventy-nine, classified as follows:

Fire	103	Surety	1
Fire and Marine	12	Plate Glass	2
Marine	33	Steam Boiler	2
Life	20	Title Insurance and Trust	1
Life and Accident	2		
Accident	1	Total	179
Surety and Accident	2		

The fire and marine business transacted in this State was as follows:

FIRE INSURANCE.

Amount written	\$327,910,952 00
Premiums on same	5,590,353 89
Losses paid	2,101,482 52
Ratio of losses to premiums	37.6

MARINE INSURANCE.

Amount written	\$90,103,735 00
Premiums on same	971,859 86
Losses paid	583,772 27
Ratio of losses to premiums	60.1

TOTAL FIRE AND MARINE.

Amount written	\$418,014,687 00
Premiums on same	6,562,213 75
Losses paid	2,685,254 79

Apportioned as follows:

TO COMPANIES OF THIS STATE—FIRE INSURANCE.

Amount written	\$84,007,735 00
Premiums on same	1,381,697 14
Losses paid	447,381 43
Ratio of losses to premiums	32.4

MARINE INSURANCE.

Amount written	\$31,553,294 00
Premiums on same	527,305 59
Losses paid	230,169 42
Ratio of losses to premiums	43.1

TO COMPANIES OF OTHER STATES—FIRE INSURANCE.

Amount written	\$108,234,714 00
Premiums on same	1,909,634 33
Losses paid	734,315 46
Ratio of losses to premiums	38.5

MARINE INSURANCE.

Amount written	\$3,919,909 00
Premiums on same	89,432 60
Losses paid	39,164 91
Ratio of losses to premiums	43.8

TO COMPANIES OF FOREIGN COUNTRIES—FIRE INSURANCE.

Amount written.....	\$135,668,503 00
Premiums on same.....	2,299 022 42
Losses paid.....	919,785 63
Ratio of losses to premiums.....	40.0

MARINE INSURANCE.

Amount written.....	\$86,183,826 00
Premiums on same.....	882,427 26
Losses paid.....	544,607 36
Ratio of losses to premiums.....	61.7

The details of which will be found in Tables 1 to 8, inclusive. Tables 9 and 10 show the business of the life, accident, surety, plate glass, steam boiler, and title insurance and trust companies in this State.

Table 11 gives the name, location, date of organization, date of certificate of authority, and the officers and agents in California.

Tables 12 to 35, inclusive, show the capital, assets, liabilities, income, expenditures, net surplus, risks written, and risks in force, of all the fire and marine companies.

Tables 36 to 41, inclusive, are a recapitulation of Tables 12 to 35, inclusive.

Tables 42 to 45, inclusive, show the assets, liabilities, income, expenditures, and net surplus of the life companies.

Table 46 shows the number and amount of policies of life companies in force at the close of the previous year; also an exhibit of the policies issued, of those which have ceased to be in force, and those in force on the thirty-first day of December, 1887.

Table 47 shows the number and amount of policies of life companies which have ceased to be in force during the year, with the mode of their termination.

Table 48 gives the amounts collected from the different companies for fees, taxes, etc.

FIRE AND MARINE AND MARINE COMPANIES.

Although there was an increase of fire risks written during the past year, in California, over those written the year previous, amounting to nearly twenty millions of dollars, the amount paid for fire losses was \$552,888 56 less, and for marine losses \$92,553 03 less, making the losses for 1887 \$645,441 59 less than for 1886. This is gratifying, as it follows that the less the loss sustained by the companies the more are the insured correspondingly benefited. Resisted claims for losses have been few in number, and for small amounts.

LIFE COMPANIES.

The life companies wrote \$3,749,742 more new business in 1887 than in 1886, receiving \$146,278 15 more premiums. The renewal premiums amounted to \$124,008 82, while the losses and endowments paid were \$65,674 33 less, showing an increase in assets of \$48,855,134 66.

TITLE INSURANCE COMPANY.

The success of the California Title Insurance and Trust Company, which commenced business in March, 1887, has justified the expectations of its organizers, as shown by the number and amount of policies written, giving

evidence of its appreciation by purchasers of property in the saving of time and expense, over the old method of record searching for the transfer of titles.

EXAMINATION OF COMPANIES.

I made the annual examination of all the local companies, finding their business in a satisfactory condition, and managed in a conservative manner.

The sworn statements of the companies of other States and foreign countries were carefully examined and found satisfactory, with few exceptions, which consisted of neglect in giving all the items required. I immediately notified the agents of these companies, requesting them to either write or telegraph to the home offices, as time would admit, for the necessary figures, which request was in every instance cheerfully complied with, and the omitted portions promptly forwarded. I cautioned the agents against such neglect in future, and that more care must be exercised by the companies in making up their statements.

UNAUTHORIZED INSURANCE.

I am satisfied that there are resident insurance brokers who have been for some time, and are now engaged in placing business in this State in contravention of our laws, in non-resident companies that may or may not be financially able to comply with our statutes governing insurance corporations.

This system of underground underwriting has grown to such an extent that I am warranted in recommending legislation more stringent and severe in its penalties than is now provided for by our statutes, and similar to that enacted and tested by many of the older States, whereby the public is better protected, and those corporations able and willing to make legal compliance with State laws are made secure against unfair competition with shirking outside companies.

The Superintendent of Insurance of the State of New York, in his recent annual report commenting upon this business, very justly remarks that "These companies pay no taxes, and assume none of the burdens or protective conditions imposed by our laws upon companies authorized to do insurance business in this State."

"They should not, therefore, through any defect in our statutes, be allowed to enter our State and carry off insurance to which companies doing legitimate business here are fairly entitled."

The Insurance Commissioners of other States have also called attention to this; the State of Pennsylvania having in April, 1887, enacted a very stringent law, which I understand has effectually put a stop to this kind of business.

I would therefore respectfully recommend that at the next session of the Legislature, Section 439 of the Penal Code be so amended as to fix a more severe penalty for its violation, and also declare that all policies of insurance so placed shall be null and void. This would be sound public policy and is necessary to check the inroads made upon the best interests of the law-abiding underwriters, now subjected to the unauthorized and irresponsible competition, while at the same time protecting the State in its legitimate revenues.

THE FIREMAN'S RELIEF FUND LAW.

The constitutionality of the law approved March 3, 1885, requiring the payment by fire insurance companies not organized under our laws, of a sum equal to one per cent upon the amount of all premiums received, or

agreed to be paid in each year, for the benefit of the Fireman's Relief Fund of the cities and counties of the State, was contested in the Courts by the interested companies. In November last the Supreme Court of the State decided the case in favor of the companies, and in the month of December following denied the petition for a rehearing. The remittitur thereupon forthwith issued to the Superior Court, and upon filing the same therein, the case was dismissed by order of Hon. Judge Maguire.

This State collects retaliatory taxes from companies of other States and countries doing business here, therefore the collection of this difference of one per cent had to be held in abeyance pending the decision of the Court. I gave the companies receipts for the taxes due, less this amount, attaching a proviso to the same, that if the law was declared unconstitutional, the balance should be paid. This was satisfactory to them, and as soon as the decision of the Court was known the money was promptly paid, amounting for the ten months of the year 1885 to \$7,847, and for the year 1886 to \$10,123 36, which will account for the increased receipts for 1887 over those for 1886.

VALUATION OF LIFE INSURANCE POLICIES.

The rates of interest having been materially lowered within the past few years, I am of the opinion that the standard for the valuation of life insurance policies should be advanced from four and one half per cent to four per cent, with the adoption of the Combined Experience or Actuaries Table of Mortality.

Four per cent is as large a rate of interest as can be safely calculated money will earn when invested in undoubted first class securities. This standard has been adopted in most of the older States, and its adoption by our State would place it upon the same basis with them, making a uniform rate of valuation, at the same time increasing the security of the policy holders.

ASSESSMENT COMPANIES.

I would respectfully call your attention to the recommendation made in my last annual report, regarding the necessity for legislation regulating life and casualty insurance companies, conducted upon the assessment or cooperative plan.

Since submitting that report I have more than ever been convinced of the need of a law subjecting them to the jurisdiction of this department, as this State is now flooded with a multitude of these associations, many of which I believe to be fraudulent, and concerning which information can be obtained only from the parties interested in, and representing them, except, as happens very frequently, the collapse of some one of them is made public through the newspapers. Not infrequently irresponsible persons claiming to represent such associations located outside the State, wander here and collect moneys on applications, leaving the State afterwards without any resident agent or office. In such cases our citizens have absolutely no means of ascertaining the status of the companies, and are entirely without redress in our Courts.

Most of the other States have passed laws of this character, and I earnestly renew my recommendation for the enactment of a law by our next Legislature, that will bring this class of companies under the same supervision that all other companies doing any kind of insurance whatever are subjected to.

Attorney-General Tabor, of the State of New York, in an opinion given

the Superintendent of Insurance of that State, regarding the necessity of State supervision, said :

"The absolute and imperative necessity that exists for the inspection and examination by the Insurance Department of all companies doing a life insurance business needs no assertion. Spite of all these safeguards that have been set up by the statutes for the protection of the policy holders, and all the vigilance that can be exercised by your Department, grave wrongs have arisen in the past, and immense loss has been suffered by the policy holders of insolvent life insurance companies. A few years ago the Legislature experimented with a new kind of life insurance, known as the coöperative method, and did not see fit to make the companies operating that form of insurance subject to the general insurance laws. The result has proved to be disastrous in the extreme, and to-day, as the result of such policy, there are many thousand defrauded holders of the certificates of coöperative companies who are practically without relief."

The State of New York has now a very efficient law governing all companies organized upon the assessment plan.

LEGISLATION.

The introduction of numerous bills at each session of our Legislature, embodying restrictions and limitations upon the business of insurance, does not conduce to any positive public benefit, or add to the more perfect security of the premium payers; on the contrary, it tends to disturb well settled underwriting principles, discourages the investment of capital in such enterprises, and in their effect reaches the small as well as the large holders of such stocks throughout the entire State. Many of these bills are doubtless well intended, while a large proportion are regularly forced upon the attention of our Legislature for no beneficial purpose, and occupying the time needed for legislation of more importance.

The present laws upon our statute book meet nearly, if not all, requirements of the business (with the exceptions and recommendations herein made), if faithfully administered by the Commissioner; original capital must be maintained over and above certain reserves, and all liabilities present and contingent, with power vested in this office to make examination at any time of any company whose solvency is challenged. The underwriting interests of California are too vast, and they permeate too many industries and enterprises, to warrant any radical legislative arraignment, based upon or considered from any prejudiced standpoint.

RECEIPTS—1887.

Received for fees and taxes.....	\$30,823 93
Received from appropriation for deficiency for rent and contingent expenses for the thirty-seventh fiscal year	461 75
Received from appropriation for refurnishing office	366 60
Total	\$31,652 28

EXPENDITURES—1887.

Office salaries	\$4,699 99
Office rent.....	609 00
Janitor.....	360 00
Advertising	17 30
Stationery.....	75 15
Newspapers.....	20 95
Fuel	31 50
Incidentals, postage stamps, express charges, etc.....	140 05
Deficiency for the thirty-seventh fiscal year, rent, etc.....	461 75
Refurnishing office.....	366 60
	6,782 29
Balance in State Treasury.....	\$24,869 99

The regular legitimate expenditures of this office for 1887 were less than for 1886, although showing more, the reason for which is that upon assuming the duties of Commissioner in the month of April, 1886, I found the appropriation for the fiscal year, ending the thirtieth day of June following, had been exhausted in the month of February previous, consequently rent and other expenses accrued and accruing had to remain unpaid until such time as a deficiency bill could be passed by the Legislature providing for their payment, which was done at its last session, thus bringing this amount, as well as the amount expended for refurnishing the office, into the account of expenditures for the past year.

The amount of money received for fees, taxes, etc., since the organization of the department in 1868, to January 1, 1888, is.....	\$268,657 83
The expenditures for the same time, including salaries, have been	151,122 96
Net revenue to the State.....	\$117,534 87

My acknowledgments are due to Mr. M. M. Rhorer, Deputy Commissioner, for the care with which he has attended to all the duties pertaining to his office.

All of which is respectfully submitted.

J. C. L. WADSWORTH,
Insurance Commissioner.

TABLE No. 1.

Showing the business of California Insurance Companies for the year 1887—California business.

NAME.	Location.	FIRE.			
		Risks Written.	Premiums on same.	Losses Paid.	Ratio of Losses to Premiums.
Anglo-Nevada	San Francisco	\$12,496,677 00	\$219,467 93	\$54,069 61	24.6
California	San Francisco	6,536,325 00	104,382 61	24,054 02	23.0
Commercial	San Francisco	4,112,672 00	65,448 39	23,110 76	35.3
Fireman's Fund	San Francisco	13,084,912 00	215,725 03	49,670 24	23.0
Home Mutual	San Francisco	13,291,606 00	230,138 63	74,475 60	32.4
Oakland Home	Oakland	8,395,463 00	119,820 60	39,316 45	32.9
Southern California	Los Angeles	5,638,435 00	93,720 21	30,026 10	32.0
State Investment	San Francisco	9,630,367 00	160,180 21	83,338 26	52.0
Sun	San Francisco	3,818,617 00	67,967 94	27,224 61	40.1
Union	San Francisco	7,902,661 00	104,845 59	42,155 78	40.2
Totals		\$84,007,735 00	\$1,381,697 14	\$447,381 43	32.4

TABLE No. 1—Continued.

NAME.	Location.	MARINE.			
		Marine and Inland.		Marine Time.	
		Risks Written.	Premiums on same.	Risks Written.	Premiums on same.
Anglo-Nevada	San Francisco	\$11,173,771 00	\$85,477 58	\$65,000 00	\$4,013 75
California	San Francisco	2,093,042 00	24,425 61	1,310,999 00	83,291 99
Commercial	San Francisco	749,372 00	4,576 46	230,800 00	17,546 66
Fireman's Fund	San Francisco	4,786,475 00	50,651 31	876,268 00	74,479 93
Home Mutual	San Francisco	-----	-----	-----	-----
Oakland Home	Oakland	-----	-----	-----	-----
Southern California	Los Angeles	-----	-----	-----	-----
State Investment	San Francisco	-----	-----	-----	-----
Sun	San Francisco	1,351,091 00	15,721 29	986,749 00	63,231 26
Union	San Francisco	7,135,529 00	56,553 82	784,198 00	47,335 93
Totals	-----	\$27,299,280 00	\$237,406 07	\$4,254,014 00	\$289,899 52
NAME.	Location.	MARINE.			
		Total Risks Written.	Total Premiums on same.	Losses Paid.	Ratio of Losses to Premiums.
		-----	-----	-----	-----
Anglo-Nevada	San Francisco	\$11,238,771 00	\$89,491 33	\$55,230 29	61.7
California	San Francisco	3,404,041 00	107,717 60	37,642 53	34.9
Commercial	San Francisco	980,172 00	22,123 12	8,953 96	40.5
Fireman's Fund	San Francisco	5,662,743 00	125,131 24	43,607 44	34.8
Home Mutual	San Francisco	-----	-----	-----	-----
Oakland Home	Oakland	-----	-----	-----	-----
Southern California	Los Angeles	-----	-----	-----	-----
State Investment	San Francisco	-----	-----	-----	-----
Sun	San Francisco	2,347,840 00	78,952 55	31,298 44	39.6
Union	San Francisco	7,919,727 00	103,889 75	53,496 76	51.5
Totals	-----	\$31,553,294 00	\$527,305 59	\$230,169 42	43.1

TABLE No. 2.

Showing the Amount and Description of Risks in Force December 31, 1887, of California Insurance Companies—California business.

NAME.	Location.	FIRE.		MARINE AND ISLAND.	
		Risks.	Premiums.	Risks.	Premiums.
Anglo-Nevada	San Francisco	\$13,448,312 00	\$234,572 14	\$1,756,280 00	\$29,408 50
California	San Francisco	8,965,544 00	137,116 88	252,753 00	5,392 80
Commercial	San Francisco	3,508,588 00	57,267 34	24,395 00	385 97
Fireman's Fund	San Francisco	15,613,327 00	249,278 76	273,300 00	5,416 54
Home Mutual	San Francisco	19,856,961 00	320,616 47	---	---
Oakland Home	Oakland	8,745,960 00	124,000 47	---	---
Southern California	Los Angeles	6,436,955 00	108,676 67	---	---
State Investment	San Francisco	9,741,890 00	162,351 18	---	---
Sun	San Francisco	5,251,367 00	88,279 16	55,422 00	1,139 48
Union	San Francisco	8,737,082 00	131,056 25	382,121 00	5,774 39
Totals	---	\$100,306,006 00	\$1,615,275 32	\$2,754,271 00	\$47,487 68
NAME.	Location.	MARINE TIME.		TOTALS.	
		Risks.	Premiums.	Risks.	Premiums.
Anglo-Nevada	San Francisco	\$47,500 00	\$2,038 75	\$15,262,092 00	\$266,019 39
California	San Francisco	548,075 00	44,288 87	9,746,392 00	186,768 55
Commercial	San Francisco	142,800 00	14,037 33	3,675,783 00	71,680 64
Fireman's Fund	San Francisco	796,218 00	69,215 08	16,082,845 00	323,910 38
Home Mutual	San Francisco	---	---	19,856,961 00	320,616 47
Oakland Home	Oakland	---	---	8,745,960 47	124,000 47
Southern California	Los Angeles	---	---	6,436,955 00	108,676 67
State Investment	San Francisco	---	---	9,741,890 00	162,351 18
Sun	San Francisco	708,161 00	52,573 68	6,014,950 00	141,992 32
Union	San Francisco	748,498 00	48,983 72	9,867,701 00	186,814 36
Totals	---	\$2,991,252 00	\$231,137 43	\$106,051,529 00	\$1,891,900 43

TABLE NO. 3.

Showing the Fire business of Companies of other States, for the year 1887—California business.

NAME.	Location.	Amount Written.	Premiums on same.	Losses Paid.	Ratio of Losses to Premiums.
Etna	Hartford	\$8,686,581 00	\$144,541 31	\$39,911 81	27.6
Agricultural	Watertown, N. Y.	2,521,236 00	32,135 00	5,838 45	18.2
Amazon	Cincinnati	782,989 00	17,839 12	10,606 79	59.5
American	Newark	1,484,990 00	23,943 79	6,029 60	25.2
American Central	St. Louis	2,071,796 00	32,958 53	26,839 42	81.4
American Fire	Philadelphia	2,070,096 00	48,759 48	22,808 37	46.8
American Fire	New York	386,037 00	5,139 70	None.	-----
Boylston	Boston	451,355 00	7,929 54	6,073 96	76.6
Citizens	St. Louis	289,477 00	4,883 53	647 62	13.3
Citizens	New York	1,583,616 00	22,156 92	5,439 47	24.5
Citizens	Cincinnati	462,106 00	9,947 02	2,432 91	24.5
Citizens	New York	1,070,740 00	21,414 00	13,672 00	63.8
Clinton Fire	Milwaukee	582,076 00	14,551 00	6,472 00	44.4
Concordia Fire	Hartford	3,191,288 00	58,659 99	27,770 45	47.4
Connecticut Fire	New York	2,125,467 00	34,305 61	15,170 40	44.2
Continental	Boston	286,908 00	5,879 96	2,331 79	39.7
Eliot	New York	75,476 00	1,085 85	None.	-----
Farragut Fire	Philadelphia	1,398,430 00	25,062 20	7,899 72	31.5
Fire Association of Philadelphia	Baltimore	536,503 00	11,373 02	1,215 84	10.7
Firemen's	Newark	789,749 00	16,610 11	8,785 70	52.1
Firemen's	Philadelphia	883,200 00	14,744 08	1,432 35	9.6
Franklin Fire	Freeport, Ill.	1,771,355 00	35,438 00	8,947 00	25.3
German	New York	3,861,034 00	67,934 92	18,918 86	27.8
German-American	New York	2,104,536 00	33,969 85	10,727 95	31.6
Germania Fire	Philadelphia	610,268 00	10,042 46	801 15	7.9
Girard Fire and Marine	Glen's Falls, N. Y.	1,715,252 00	24,503 00	6,394 00	26.1
Glen's Falls	Portsmouth, N. H.	255,931 00	5,105 85	87 82	1.7
Granite State Fire	New York	3,167,231 00	44,313 84	10,878 94	24.5
Hanover Fire	Hartford	10,351,294 00	146,925 56	49,731 03	33.8
Hartford Fire	New York	5,001,241 00	79,184 81	42,209 39	53.3
Home	New York	1,974,208 00	42,871 00	18,374 00	42.9
Howard	Sioux Falls	533,247 00	9,695 00	3,106 00	32.1
Insurance Company of Dakota	Philadelphia	4,781,991 00	78,433 07	20,843 37	26.8
Insurance Company of North America	Philadelphia	466,419 00	9,510 47	3,408 77	35.8
Insurance Company of the State of Pennsylvania	New York	449,875 00	7,137 84	100 00	1.4
Liberty					

TABLE No. 3—Continued.

NAME.	Location.	Amount Written.	Premiums on same.	Losses Paid.	Ratio of Losses to Premiums.
Mechanics and Traders	New Orleans.....	\$119,750 00	\$2,221 39	\$1,085 75	48.7
Merchants	Newark.....	942,302 00	17,779 00	7,208 00	40.9
Merchants	New York.....	364,635 00	6,629 00	2,350 00	35.5
Michigan Fire and Marine	Detroit.....	421,040 00	11,079 17	1,151 55	10.4
National Fire	New York.....	987,721 00	21,436 82	8,946 77	41.7
National Fire	Hartford.....	1,758,087 00	27,544 00	7,552 65	28.2
New Hampshire Fire.....	Manchester, N. H.....	196,803 00	3,920 50	255 88	6.5
Niagara Fire	New York.....	2,208,806 00	34,653 47	16,018 64	45.8
North American	Boston.....	286,908 00	5,879 96	2,331 79	39.7
Oregon Fire and Marine	Portland.....	557,948 00	13,257 74	3,692 17	27.8
Orient	Hartford.....	1,426,135 00	29,538 50	11,400 07	38.6
Pacific Fire	New York.....	674,818 00	11,292 37	11,151 55	98.8
Pennsylvania Fire	Philadelphia.....	1,791,666 00	39,026 34	15,820 59	40.6
Peoples Fire	Manchester, N. H.....	636,955 00	15,245 84	1,595 95	10.5
Phoenix	Brooklyn.....	6,808,953 00	166,224 01	68,083 13	40.9
Phoenix	Hartford.....	4,839,839 00	76,986 39	40,652 86	52.8
Prescott	Boston.....	286,908 00	5,879 96	2,331 79	39.7
Providence-Washington	Providence, R. I.....	1,049,587 00	19,049 98	9,023 46	47.4
Security	New Haven.....	490,354 00	10,465 62	3,626 64	34.7
Southern	New Orleans.....	664,577 00	16,452 19	5,938 95	36.1
Springfield Fire and Marine	Springfield, Mass.....	4,349,471 00	82,065 00	37,355 00	45.5
St. Paul	St. Paul.....	864,214 00	16,934 00	10,141 43	59.9
Sun Mutual	New Orleans.....	722,813 00	17,136 19	7,414 34	43.2
Teutonia	New Orleans.....	251,922 00	4,240 27	1,101 23	25.9
Traders	Chicago.....	1,068,290 00	15,697 98	8,231 31	52.4
Union	Philadelphia.....	603,911 00	10,980 00	2,440 00	22.2
United States Fire	New York.....	192,862 00	2,560 20	8 25	.3
Washington Fire and Marine	Boston.....	1,637,406 00	33,562 45	15,693 93	46.8
Westchester Fire.....	New York.....	2,582,727 00	31,453 10	20,852 30	66.3
Williamsburg City Fire	Brooklyn.....	633,788 00	11,437 45	4,832 55	42.2
Totals.....		\$108,234,714 00	\$1,909,634 33	\$734,315 46	38.5

TABLE No. 4.

Showing the Fire Risks in Force in California on December 31, 1887—Companies of other States.

NAME.	Location.	Risks.	Premiums.
Ætna	Hartford	\$10,609,122 00	\$178,097 94
Agricultural	Watertown, N. Y.	2,931,077 00	38,142 13
Amazon	Cincinnati	878,810 00	20,035 00
American	Newark	1,609,215 00	26,106 35
American Central	St. Louis	2,840,368 00	44,660 95
American Fire	Philadelphia	1,969,187 00	48,418 04
American Fire	New York	367,487 00	5,037 10
Boylston	Boston	476,752 00	8,376 07
Citizens	St. Louis	290,827 00	5,019 78
Citizens	New York	1,649,632 00	25,575 58
Citizens	Cincinnati	407,306 00	9,225 29
Clinton Fire	New York	973,400 00	19,468 00
Concordia Fire	Milwaukee	529,160 00	13,229 00
Connecticut Fire	Hartford	3,844,663 00	65,358 34
Continental	New York	2,558,988 00	41,946 75
Eliot	Boston	301,254 00	6,173 96
Farragut Fire	New York	75,476 00	1,085 85
Fire Association of Philadelphia	Philadelphia	1,837,812 00	30,637 00
Firemen's	Baltimore	593,203 00	12,037 42
Firemen's	Newark	845,779 00	17,120 96
Franklin Fire	Philadelphia	927,360 00	15,481 28
German	Freeport, Ill.	1,610,850 00	32,217 00
German-American	New York	4,560,630 00	76,403 52
Germania Fire	New York	2,495,048 00	39,158 00
Girard Fire and Marine	Philadelphia	623,228 00	10,374 38
Glen's Falls	Glen's Falls, N. Y.	1,559,320 00	22,276 00
Granite State Fire	Portsmouth, N. H.	234,813 00	4,750 60
Hanover Fire	New York	3,299,263 00	51,151 17
Hartford Fire	Hartford	11,237,677 00	181,620 11
Home	New York	6,433,254 00	111,437 75
Howard	New York	1,794,735 00	39,883 00
Insurance Company of Dakota	Sioux Falls	484,770 00	8,814 00
Insurance Co. of North America	Philadelphia	5,547,472 00	91,213 66
Insurance Co. of the State of Penn.	Philadelphia	501,919 00	10,075 47
Liberty	New York	422,075 00	6,394 23
Mechanics and Traders	New Orleans	97,975 00	1,955 16
Merchants	Newark	856,639 00	16,163 00
Merchants	New York	331,485 00	6,027 00
Michigan Fire and Marine	Detroit	442,092 00	11,633 12
National Fire	New York	1,025,380 00	22,520 50
National Fire	Hartford	1,921,854 00	29,867 71
New Hampshire Fire	Manchester, N. H.	253,860 00	4,549 45
Niagara Fire	New York	1,848,336 00	36,582 29
North American	Boston	301,254 00	6,173 96
Oregon Fire and Marine	Portland	529,368 00	13,094 94
Orient	Hartford	1,317,052 00	27,320 52
Pacific Fire	New York	825,285 00	14,405 54
Pennsylvania Fire	Philadelphia	1,527,112 00	35,455 85
Peoples Fire	Manchester, N. H.	600,080 00	13,938 77
Phenix	Brooklyn	14,964,801 00	483,218 20
Phœnix	Hartford	6,281,558 00	109,214 94
Prescott	Boston	301,254 00	6,173 96
Providence-Washington	Providence, R. I.	944,668 00	18,013 09
Security	New Haven	477,398 00	9,004 95
Southern	New Orleans	597,324 00	14,907 61
Springfield Fire and Marine	Springfield, Mass.	3,754,065 00	74,605 00
St. Paul	St. Paul	924,914 00	18,034 50
Sun Mutual	New Orleans	674,876 00	14,861 66
Teutonia	New Orleans	237,472 00	4,202 70
Traders	Chicago	998,946 00	14,969 27
Union	Philadelphia	549,010 00	9,982 00
United States Fire	New York	183,592 00	2,513 20
Washington Fire	Boston	1,487,188 00	30,782 77
Westchester Fire	New York	2,801,659 00	35,221 25
Williamsburg City Fire	Brooklyn	665,477 00	12,006 17
Totals .....	.....	.....	.....

TABLE No. 5.

Showing the Fire business of Companies of Foreign Countries for the year 1887.—California business.

NAME.	Location.	Amount Written.	Premiums on same.	Losses Paid.	Ratio of Losses to Premiums.
Atlas	London	\$1,664,240 00	\$28,548 32	\$17,397 52	60.9
British America	Toronto	1,602,359 00	29,778 10	5,836 89	19.6
Caledonian	Edinburgh	2,609,830 00	46,875 28	17,408 90	37.1
City of London Fire	London	3,259,354 00	55,639 19	16,134 61	28.9
Commercial Union	London	10,165,528 00	178,397 91	50,924 00	28.6
Economic Fire	London	249,025 00	4,454 00	20 00	.5
Fire Insurance Association	London	3,490,425 00	91,853 00	50,730 00	55.7
Guardian	London	6,032,566 00	90,381 97	45,697 26	45.9
Hamburg-Bremen	Hamburg	6,397,714 00	90,709 93	25,389 11	29.1
Hamburg-Magdeburg	Hamburg	2,749,900 00	44,913 00	27,396 50	60.9
Helvetia Swiss Fire	St. Gall, Switzerland	4,053,709 00	62,712 55	11,809 01	18.8
Imperial Fire	London	2,915,399 00	52,569 13	15,347 17	29.2
Lancashire	Manchester	2,817,505 00	44,787 21	9,861 14	22.0
Lion Fire	London	3,518,837 00	69,892 47	28,216 32	40.4
Liverpool and London and Globe	Liverpool	18,506,510 00	256,428 69	94,731 89	36.9
London	London	2,826,892 00	48,339 90	27,564 96	57.0
London and Lancashire	Liverpool	5,321,675 00	93,998 10	35,431 58	37.7
London and Provincial Fire	London	1,275,590 00	20,667 40	11,372 80	55.1
Magdeburg Fire	Magdeburg	989,934 00	18,555 00	13,926 95	75.1
Manchester Fire	Manchester	3,164,841 00	58,034 05	21,782 83	37.5
National	Dublin	1,900,016 00	34,554 94	21,326 55	61.7
New Zealand	Auckland	5,076,248 00	85,381 10	15,506 97	18.2
North British and Mercantile	London	5,625,735 00	93,959 49	35,193 29	37.4
North German Fire	Hamburg	4,731,835 00	82,406 97	42,247 92	51.3
Northern	London	2,826,892 00	48,339 90	27,564 96	57.0
Norwich Union	Norwich, England	2,817,505 00	44,787 21	9,861 14	22.0
Phoenix	London	4,029,565 00	68,729 90	21,232 59	30.9
Prussian National	Stettin	3,260,462 00	60,266 43	30,316 47	50.3
Queen	Liverpool	2,826,891 00	48,339 90	27,564 96	57.0
Royal	Liverpool	2,817,505 00	44,787 21	9,861 14	22.0
Scottish Union and National	Edinburgh	3,510,674 00	48,528 14	28,670 89	52.6
South British Fire and Marine	Auckland	2,297,297 00	48,150 81	23,933 11	49.7
Straits Fire	Singapore	613,423 00	9,510 45	1,513 50	15.9
Sun Fire	London	2,048,771 00	32,227 32	16,854 03	52.3
Svea	Gothenburg, Sweden	858,966 00	20,194 25	26,082 06	129.5

Transatlantic Fire	Hamburg.....	2,282,647 00	40,146 40	16,135 12	40.2
Union Fire and Marine	Christchurch, New Zealand	1,894,987 00	37,246 28	17,598 21	47.3
United Fire	Manchester	973,770 00	19,239 72	8,988 75	46.7
Western	Toronto	1,663,681 00	29,780 80	11,354 53	38.1
Totals .....	.....	\$135,668,503 00	\$2,299,022 42	\$919,785 63	40.0

TABLE No. 6.

Showing Fire Risks in Force on December 31, 1887—Companies of Foreign Countries—California business.

NAME.	Location.	Risks.	Premiums.
Atlas.....	London.....	\$2,011,008 00	\$34,674 15
British America.....	Toronto.....	1,721,114 00	30,286 56
Caledonian.....	Edinburgh.....	2,440,218 00	45,279 11
City of London Fire.....	London.....	3,011,834 00	51,975 91
Commercial Union.....	London.....	8,288,756 00	153,390 08
Economic Fire.....	London.....	241,525 00	4,416 90
Fire Insurance Association.....	London.....	3,173,114 00	83,503 00
Guardian.....	London.....	7,470,048 00	119,592 40
Hamburg-Bremen.....	Hamburg.....	6,535,419 00	108,364 53
Hamburg-Magdeburg.....	Hamburg.....	3,372,941 00	53,279 35
Helvetia Swiss Fire.....	St. Gall, Switzerland.....	4,347,910 00	69,726 20
Imperial Fire.....	London.....	2,718,939 00	49,208 91
Lancashire.....	Manchester.....	2,970,937 00	51,840 24
Lion Fire.....	London.....	3,265,715 00	65,810 33
Liverpool and London and Globe.....	Liverpool.....	22,037,336 00	328,719 68
London.....	London.....	4,145,487 00	70,890 84
London and Lancashire.....	Liverpool.....	5,838,163 00	104,674 05
London and Provincial Fire.....	London.....	1,509,432 00	23,736 15
Magdeburg Fire.....	Magdeburg.....	997,299 00	18,622 35
Manchester Fire.....	Manchester.....	3,395,389 00	60,206 91
National.....	Dublin.....	2,335,213 00	41,154 00
New Zealand.....	Auckland.....	5,990,371 00	93,020 85
North British and Mercantile.....	London.....	7,264,020 00	117,122 13
North German Fire.....	Hamburg.....	5,544,823 00	95,397 96
Northern.....	London.....	4,145,487 00	70,890 84
Norwich Union.....	Norwich, England.....	2,970,937 00	51,840 24
Phoenix.....	London.....	4,992,282 00	84,888 65
Prussian National.....	Stettin.....	3,590,852 00	65,021 93
Queen.....	Liverpool.....	4,145,487 00	70,890 84
Royal.....	Liverpool.....	2,970,937 00	51,840 24
Scottish Union and National.....	Edinburgh.....	3,624,250 00	57,845 49
South British Fire and Marine.....	Auckland.....	2,945,485 00	62,499 29
Straits Fire.....	Singapore.....	420,710 00	8,221 50
Sun Fire.....	London.....	2,554,495 00	40,918 51
Svea.....	Gothenberg, Sweden.....	953,666 00	20,896 65
Transatlantic Fire.....	Hamburg.....	2,507,753 00	48,092 01
Union Fire and Marine.....	Christchurch, N. Z.....	2,114,935 00	39,032 20
United Fire.....	Manchester.....	1,120,820 00	21,854 57
Western.....	Toronto.....	1,871,267 00	33,666 70
Totals.....	.....	\$151,561,374 00	\$2,603,292 25

TABLE No. 7.

Showing the business of Marine Companies for the year 1887—California business.

NAME.	Location.	Amount Written.	Premiums on same.	Losses Paid.	Ratio of Losses to Premiums.
Alliance Marine	London	\$229,145 00	\$3,210 15	\$342 82	10.7
Australian General	Sydney	151,810 00	1,547 21	None.	-----
Baloise	Basle, Switzerland	2,226,177 00	20,919 59	6,004 84	28.7
British and Foreign Marine	Liverpool	4,568,779 00	49,984 44	56,354 00	112.7
Boston Marine	Boston	563,539 00	21,957 24	5,189 80	23.7
Canton	Hong Kong	2,365,452 00	32,640 94	6,342 25	19.4
China Traders	Hong Kong	1,913,074 00	8,290 62	None.	-----
Chinese	Hong Kong	2,152,090 00	16,899 47	13,213 64	78.2
Commercial Union	London	3,964,911 00	35,600 85	12,665 00	35.6
Fonciere	Paris	3,308,409 00	24,163 17	1,128 03	4.7
Franco-Hungarian	Buda-Pesth	1,027,120 00	17,577 05	4,460 40	25.2
Globe Marine	London	246,762 00	2,784 48	1,100 00	39.5
Helvetia General	St. Gall, Switzerland	2,226,177 00	20,919 60	6,004 84	28.7
Insurance Company of North America	Philadelphia	1,782,461 00	35,898 43	15,822 11	44.1
International Marine	Liverpool	242,605 00	3,505 88	980 10	27.9
London	Liverpool	229,145 00	3,210 15	342 82	10.7
London and Provincial Marine	London	815,018 00	3,725 25	28 20	.8
Magdeburg General	Magdeburg	2,515,391 00	32,379 15	14,461 55	44.7
Mannheim	Mannheim	286,994 00	1,749 56	None.	-----
Man On	Hong Kong	1,866,710 00	12,047 26	276 12	2.3
Maritime	Liverpool	505,072 00	5,906 91	1,450 00	24.5
National Marine	London	164,215 00	1,955 05	121 20	6.2
New Zealand	Auckland	5,189,650 00	51,692 52	11,989 51	23.2
North China	Shanghai	10,284,377 00	45,067 86	4,022 90	8.9
On Tai	Hong Kong	2,549,583 00	12,335 62	1,648 30	13.4
Providence-Washington	Providence, Rhode Island	1,325,659 00	29,454 83	13,153 00	44.6
Reliance Marine	Liverpool	388,257 00	5,432 81	28 65	1
Sea	Liverpool	660,365 00	10,404 35	2,550 00	25.4
St. Paul	St. Paul, Minnesota	248,250 00	2,122 10	5,000 00	235.6
South British Fire and Marine	Auckland	1,983,369 00	58,855 14	11,589 02	19.7
Standard Marine	Liverpool	2,041,653 00	20,311 19	17,180 67	84.6
Straits	Liverpool	996,557 00	6,457 99	5,131 07	79.5
Switzerland Marine	Singapore	2,226,177 00	20,919 60	6,004 85	28.7
Thames and Mersey	Zurich	13,872,832 00	189,595 00	195,772 57	103.2
The Marine	Liverpool	1,198,550 00	21,921 40	76,842 95	350.5
Transatlantic Marine	London	6,643,643 00	51,541 36	16,794 12	32.6
	Berlin				

TABLE No. 7—Continued.

NAME.	Location.	Amount Written.	Premiums on same.	Losses Paid.	Ratio of Losses to Premiums.
Union Fire and Marine.....	Christchurch, New Zealand.	\$1,679,261 00	\$42,846 51	\$13,229 26	30.9
Union Insurance Society.....	Hong Kong.....	2,507,618 00	21,443 18	38,425 00	177.8
Union Marine.....	Liverpool.....	589,197 00	6,828 55	1,385 00	20.3
Universal Marine.....	London.....	283,575 00	839 65	None.	-----
Yangtze.....	Shanghai.....	2,084,105 00	16,496 75	16,737 68	100.8
Totals.....	-----	\$90,103,735 00	\$971,859 86	\$583,772 27	60.1

TABLE No. 8.

Showing Marine Risks in Force, of Foreign Companies, on December 31, 1887—California business.

NAME.	Location.	Risks.	Premiums.
Alliance Marine	London	\$33,712 00	\$472 97
Australian General	Sydney	30,270 00	272 63
Baloise	Basle, Switzerland	135,308 00	1,736 89
Boston Marine	Boston	224,000 00	15,521 50
British and Foreign Marine	Liverpool	1,376,798 00	18,192 43
Canton	Hong Kong	346,012 00	11,344 50
China Traders	Hong Kong	236,139 00	960 23
Chinese	Hong Kong	316,760 00	4,057 07
Commercial Union	London	3,964,911 00	35,600 85
Fonciere	Paris	629,089 00	9,301 00
Franco-Hungarian	Buda-Pesth	149,749 00	6,700 75
Globe Marine	London	160,414 00	2,012 43
Helvetia General	St. Gall, Switzerland	135,308 00	1,736 90
Insurance Company of North America	Philadelphia	332,011 00	18,380 03
International Marine	Liverpool	90,541 00	1,274 26
London	London	33,712 00	472 97
London and Provincial Marine	London	59,686 00	1,074 80
Magdeburg General	Magdeburg	246,456 00	8,905 85
Mannheim	Mannheim	7,050 00	91 80
Man On	Hong Kong	245,660 00	1,649 08
Maritime	Liverpool	65,076 00	1,063 27
National Marine	London	33,316 00	494 80
New Zealand	Auckland	904,792 00	20,644 24
North China	Shanghai	208,174 00	3,965 46
On Tai	Hong Kong	288,410 00	1,432 73
Providence-Washington	Providence, R. I.	286,798 00	17,491 68
Reliance Marine	Liverpool	121,090 00	1,944 66
Sea	Liverpool	264,150 00	4,120 30
Saint Paul	St. Paul, Minnesota	18,892 00	367 95
South British Fire and Marine	Auckland	1,372,529 00	47,555 08
Standard Marine	Liverpool	292,606 00	4,516 05
Straits	Singapore	85,148 00	1,204 65
Switzerland Marine	Zurich	135,308 00	1,736 90
Thames and Mersey	Liverpool	3,335,481 00	46,665 01
The Marine	London	276,476 00	5,066 72
Transatlantic Marine	Berlin	378,888 00	5,180 63
Union Fire and Marine	Christchurch, N. Z.	641,591 00	33,652 98
Union Insurance Society	Hong Kong	277,680 00	3,598 17
Union Marine	Liverpool	65,076 00	1,063 27
Universal Marine	London	9,000 00	9 00
Yangtze	Shanghai	51,054 00	748 00
Totals .....	.....	\$17,865,121 00	\$342,280 49

TABLE NO. 9.

Showing New Policies Written during the year, Policies Renewed, and amount of Policies in Force on December 31, 1887, of Life Insurance Companies doing business in California—California business.

NAME.	LOCATION.	NEW POLICIES WRITTEN.			POLICIES RENEWED.			POLICIES IN FORCE DECEMBER 31, 1887.		Losses and Endowments Paid.
		Number.	Amount.	Premium.	Number.	Amount.	Premium.	Number.	Amount.	
Pacific Mutual	San Francisco.	273	\$786,575 00	\$37,109 48	1,635	\$4,806,420 00	\$216,773 45	2,178	\$5,891,274 00	\$106,240 00
Aetna Life	Hartford	106	255,000 00	10,082 23	298	742,819 00	27,176 99	597	1,158,774 00	36,710 88
Brooklyn Life	New York	6	45,500 00	1,258 35	32	122,500 00	3,695 10	136	522,833 00	16,000 00
Connecticut Mutual Life	Hartford	80	271,000 00	9,855 74	605	2,931,300 00	92,819 94	945	3,811,300 00	98,101 71
Equitable Life	New York	428	2,262,000 00	94,949 48	1,388	6,696,100 00	265,371 08	2,047	9,361,374 00	96,658 51
Germania Life	New York	10	34,500 00	1,726 41	2,165	3,497,681 00	68,029 52	2,181	3,548,681 00	65,983 78
Hartford Life	Hartford	5	23,000 00							11,835 00
Home Life	New York	9	81,000 00	3,999 82				9	81,000 00	
Manhattan Life	New York	114	379,410 00	17,587 23	483	1,636,540 00	58,410 11	727	2,606,305 00	23,475 00
Mutual Benefit Life	Newark.	106	406,000 00	16,524 96	467	1,800,772 00	72,123 59	612	2,328,563 00	24,858 32
Mutual Life	New York	655	2,776,780 00	145,729 71	2,732	10,014,850 00	405,954 34	4,457	14,840,777 00	373,189 17
National Life	Montpelier, Vt.	180	218,000 00	8,631 87	57	62,500 00	1,788 92	236	280,500 00	
New England Mutual Life.	Boston	357	1,026,500 00	41,536 50	1,112	3,249,000 00	132,241 17	1,744	4,816,530 00	106,891 00
New York Life.	New York	341	1,640,500 00	71,798 96	829	3,987,000 00	147,862 75	1,346	5,845,500 00	37,000 26
Northwestern Mutual Life.	Milwaukee.	161	588,000 00	23,888 00				788	2,029,243 00	25,300 00
Travelers	Hartford	80	192,800 00	5,778 21	244	585,900 00	21,553 07	314	749,700 00	13,200 00
Union Central Life	Cincinnati	137	443,500 00	10,981 43				133	465,500 00	
Union Mutual Life	Portland, Me.	108	268,000 00	9,842 06				296	744,680 00	8,526 43
United States Life.	New York	45	104,000 00	2,880 25	82	140,695 00	5,045 50	127	244,695 00	
Washington Life.	New York	13	23,941 00	1,071 76	139	345,700 00	12,862 36	181	401,596 00	7,019 05
Phoenix Mutual Life	Hartford				129	279,685 00	8,012 40			
Totals.		3,214	\$11,825,706 00	\$515,332 45	12,388	\$40,869,462 00	\$1,557,871 20	19,104	\$59,729,115 00	\$1,051,955 11

TABLE No. 10.

Showing the business of Accident, Fidelity, Steam Boiler, and Plate Glass Insurance Companies, for the year 1887—California business.

NAME.	LOCATION.	NEW POLICIES WRITTEN.			POLICIES RENEWED.			POLICIES IN FORCE DECEMBER 31, 1887.		Losses Paid.
		Number.	Amount.	Premium.	Number.	Amount.	Premium.	Number.	Amount.	
American Steam Boiler	New York	16	\$1,381,500 00	\$12,824 42	19	\$102,500 00	\$1,063 62	32	\$181,000 00	\$283 75
American Surety	New York	158	85,500 00	903 01				62	230,500 00	
Employers Liability	London	379	356,500 00	1,418 13	277	1,118,802 00	7,726 41	656	2,626,326 00	10,650 39
Fidelity and Casualty	New York	53	1,507,524 00	10,881 87	115	403,145 00	5,388 00	158	681,045 00	3 00
Hartford Steam Boiler	Hartford	5	281,100 00	3,606 75	9	2,408 80	70 20	13	5,504 10	
Lloyd's Plate Glass	New York	63	3,229 30	105 93	159	155,780 00	3,155 92	198	136,986 00	1,026 33
Metropolitan Plate Glass	New York	2,372	42,330 25	1,212 74	507	1,451,500 00	10,803 92	1,563	3,727,900 00	10,114 05
Pacific Mutual Life	San Francisco	1,154	6,247,650 00	28,974 51	447	1,265,990 00	9,524 37	1,431	3,726,290 00	2,619 80
Pacific Surety	San Francisco	3,716	2,874,900 00	20,598 90	779	2,745,500 00	15,376 24	2,022	6,312,800 00	9,588 12
Travelers	Hartford	365	10,903,300 00	21,583 07				365	1,612,880 00	
Cal. Title Ins. and Trust Co.	San Francisco		1,612,880 00	12,734 00						
Totals		8,281	\$25,296,413 55	\$114,813 33	2,312	\$7,245,625 80	\$53,108 68	6,500	\$19,241,231 10	\$34,285 44

TABLE NO. 11.

Showing the year of organization, location, name of President, Secretary, and Agent for California, and date of certificate of authority issued by the Insurance Commissioner, and the date of commencement of business in California of all Insurance Companies authorized to transact business on December 31, 1887.

Year of organization	NAME.	Location.	President.	Secretary.	Agent for California.	Date of Certificate Issued by Insurance Commissioner.	Commenced business in California.
1885	Anglo-Nevada	San Francisco	Louis Sloss	Z. P. Clark		Dec. 1, 1885	Dec. 1, 1885
1861	California	San Francisco	L. L. Bromwell	W. H. C. Fowler		June 24, 1868	Feb. 1, 1861
1872	Commercial	San Francisco	L. H. Wise	Chas. A. Linton		March 1, 1872	March 1, 1872
1863	Fireman's Fund	San Francisco	D. J. Staples	Wm. J. Dutton		June 24, 1868	Dec. 13, 1864
1864	Home Mutual	San Francisco	J. F. Houghton	Chas. R. Story		June 24, 1868	Dec. 13, 1864
1880	Oakland Home	Oakland	Wm. P. Jones	Wm. F. Blood		Feb. 5, 1880	Feb. 5, 1880
1885	Southern California	Los Angeles	E. F. Spence	D. E. Miles		Feb. 21, 1885	Feb. 21, 1885
1871	State Investment	San Francisco	A. J. Bryant	Chas. H. Cushing		Jan. 13, 1872	Jan. 13, 1872
1882	Sun	San Francisco	G. L. Taylor	E. E. Potter		Feb. 1, 1882	Feb. 1, 1882
1865	Union	San Francisco	C. Touchard	Jas. D. Bailey		June 27, 1868	June 20, 1865
1819	Etna	Hartford	L. I. Hendee	J. Goodnow	G. C. Boardman	June, 1868	June 20, 1865
1883	Agricultural	Watertown, N. Y.	J. R. Stebbins	H. M. Stevens	Hutchinson & Mann	August 2, 1876	Aug. 2, 1876
1824	Alliance Marine	London	Lord Rothschild	Douglas Owen	Parrott & Co.	May 28, 1881	May 28, 1881
1871	Amazon	Cincinnati	Gazzam Gauo	J. H. Beattie	Rolla V. Watt	October 1, 1872	October 1, 1872
1846	American	Newark	F. H. Harris	J. H. Worden	Balfour, Guthrie & Co.	August 13, 1889	Aug. 13, 1883
1853	American Central	St. Louis	George T. Crain	C. Christensen	Rolla V. Watt	April 15, 1874	April 15, 1874
1810	American Fire	Philadelphia	T. H. Montgomery	R. Maris	Brown, Craig & Co.	October 31, 1872	October 31, 1872
1857	American Fire	New York	J. M. Halsted	W. H. Crolius	Butler & Haldan	Feb. 18, 1887	Feb. 18, 1887
1808	Atlas	London	Sir W. J. W. Baynes	S. J. Pipkin	H. M. Newhall & Co.	August 15, 1885	Aug. 15, 1885
1866	Australian General	Sydney	Charles Smith	H. T. Fox	J. J. Moore & Co.	May 3, 1887	May 3, 1887
1864	Balaise	Basle, Switzerland	R. B. Vischer	C. Blankarts	H. W. Syz	Nov. 28, 1876	Nov. 28, 1876
1873	Boston Marine	Boston	R. B. Fuller	Thos. H. Lord	J. N. Knowles	August 22, 1882	Aug. 22, 1882
1872	Boylston	Boston	Jos. W. Balch	W. Glover	H. M. Newhall & Co.	Dec. 16, 1885	Dec. 16, 1885
1833	British America	Toronto	Jno. Morison	Geo. E. Robbins	Okell & Woolley	March 11, 1875	March 11, 1875
1863	British and Foreign Marine	Liverpool	Thos. Chilton	A. McNeill	Balfour, Guthrie & Co.	October 10, 1868	Aug. 25, 1864
1805	Caledonian	Edinburgh	D. Deuchar	D. J. Surrende	Balfour, Guthrie & Co.	July 24, 1885	July 24, 1885
1881	Canton	Hong Kong	L. Poesnecker	A. S. Garrit	Parrott & Co.	June 1, 1882	June 1, 1882
1865	China Traders	Hong Kong	J. B. M. Kehlor	S. J. Gover	Williams, Dimond & Co.	Sept. 4, 1871	Sept. 4, 1871
1871	Chinese	Hong Kong	E. A. Walton	J. P. Harrison	W. T. Coleman & Co.	June 9, 1871	June 9, 1871
1837	Citizens	St. Louis	T. A. M. Kehlor	F. M. Parker	Hutchinson & Mann	Sept. 5, 1878	Sept. 5, 1878
1836	Citizens	New York	F. X. Reno	C. F. Renck	C. Bertheau	Nov. 27, 1883	Nov. 27, 1883
1851	Citizens	Cincinnati	Sir H. E. Knight	G. L. Phillips	Hutchinson & Mann	Jan. 18, 1887	Jan. 18, 1887
1881	City of London Fire	London	Alfred Giles	L. C. Bennett	W. J. Callingham	May 13, 1881	May 13, 1881
1861	Commercial Union	London	J. H. Browne	C. Wollager	C. F. Mullins	June 22, 1870	June 22, 1870
1870	Concordia Fire	Milwaukee	J. H. Browne	C. Wollager	Jacobs & Easton	April 22, 1885	April 22, 1885
1850	Connecticut Fire	Hartford	J. D. Browne	C. R. Burt	Robt. Dickson	August 20, 1873	August 20, 1873
1852	Continental	New York	H. H. Lampont	Cyrus Peck	Hutchinson & Mann	Sept. 21, 1872	Sept. 21, 1872

1886	Economic Fire	London	S. S. Lloyd	John Carswell	Gutte & Frank	August 1, 1887
1872	Elford	Boston	G. C. George	A. P. Curtis	E. E. Potter	October 23, 1877
1872	Farragut Fire	New York	J. E. Leffingwell	S. Darbee	Conrad & Maxwell	October 28, 1887
1820	Fire Association of Philadelphia	Philadelphia	J. Lichfoot	W. S. Winslip	Chas. A. Laton	Dec. 9, 1873
1880	Fire Insurance Association	London	F. Lock, Manager in U. S.		Jacobs & Easton, and W. L. Chalmers	Sept. 10, 1880
1825	Fremen's	Baltimore	J. M. Anderson	F. E. S. Wolfe	Hutchinson & Mann	Nov. 24, 1880
1855	Fremen's	Newark	S. R. W. Heath	C. Colyer	Hutchinson & Mann	June 24, 1885
1879	Fonciere	Paris	A. Fraissinet	M. Moutier	Hutchinson & Mann	Nov. 20, 1880
1829	Franklin Fire	Philadelphia	J. W. McAllister	E. T. Creson	E. E. Potter	May 15, 1885
1879	Franco-Hungarian	Buda-Pesth	S. Billi	L. Moscovics	Gutte & Frank	Dec. 20, 1886
1865	German	Freeport, Illinois	M. Hettiger	F. Gund	J. A. Slivey	April 9, 1883
1872	German-Americau	New York	E. Oelberman	J. A. Slivey	Jacobs & Easton	October 10, 1873
1859	Germania Fire	New York	R. Garrigue	H. Schumann	Tom C. Grant	October 25, 1869
1853	Glarf Fire and Marine	Philadelphia	A. S. Gillet	E. F. Merrill	Gutte & Frank	Sept. 23, 1872
1849	Glen's Falls	Glen's Falls, N. Y.	R. M. Little	J. L. Cunningham	Hutchinson & Mann	Sept. 23, 1872
1885	Graute State Fire	Portsmouth, N. H.	F. Jones	A. F. Howard	Jacobs & Easton	April 8, 1876
1820	Globe Marine	London	B. W. Whitworth	B. F. Cobb	Chas. A. Laton	March 15, 1887
1871	Gardian Fire and Life	London	B. W. Luhnbeck	T. G. C. Browne	W. T. Coleman & Co.	Feb. 26, 1877
1826	Hamburg-Bremen	Hamburg	F. Goldenberg	S. Von Dorrien	Speyer & Herold	Oct. 26, 1876
1876	Hamburg-Magdeburg	Hamburg	A. Bredikow	T. Hupeden	Gutte & Frank	Sept. 26, 1868
1882	Hanover Fire	New York	B. S. Walcott	I. Rensen Lane	C. Bertheau	Aug. 16, 1876
1810	Hartford Fire	Hartford	Geo. L. Chase	P. C. Royce	Balden & Cofran	Oct. 25, 1869
1858	Helvetia General	St. Gall, Switzerland	C. B. Jacob	M. T. Grossman	H. W. Syz	Jan. 17, 1870
1861	Helvetia Swiss Fire	St. Gall, Switzerland	C. B. Jacob	M. T. Grossman	H. W. Syz	Nov. 26, 1876
1863	Home	New York	C. J. Martin	J. H. Washburn	A. E. Magill	Dec. 6, 1876
1825	Howard	New York	H. A. Oakley	C. A. Hull	Jacobs & Easton	Nov. 13, 1868
1803	Imperial	London	J. C. Paige, Manager in U. S.		Jacobs & Easton	July 30, 1883
1883	Insurance Company of Dakota	Sioux Falls	H. L. Hollister	E. A. Ayerst	Geo. D. Dornin	Sept. 26, 1868
1794	Ins. Co. of North America	Philadelphia	Chas. Platt	G. E. Fryer	Jacobs & Easton	June 3, 1887
1794	Ins. Co. of the State of Pennsylvania	Philadelphia	Geo. E. Crowell	A. B. Earle	Thos. A. Mitchell	October 13, 1872
1879	International Marine	Liverpool	T. B. Royden	W. B. Clay	Brown, Craig & Co.	Feb. 15, 1878
1852	Lancashire	Manchester	N. Sheldermine	G. Stewart	Donaldson & Co.	August 26, 1880
1887	Liberty	New York	G. A. Morrison	Geo. Stewart	E. W. Carpenter	August 26, 1880
1879	Lion Fire	London	Ellis Elias	S. R. Weed	Rolla V. Watt	July 10, 1874
1836	Liverpool and London and Globe	Liverpool	Juo. M. Dove	Thos. H. Bell	G. D. Dornin	July 9, 1887
1720	London and Lancashire	London	L. A. Wallace	Alex. Duncan	Chas. D. Haven	April 12, 1880
1861	London and Provincial Fire	Liverpool	C. G. Fothergill	J. P. Laurence	Robt. Dickson	Sept. 26, 1868
1860	London and Provincial Marine	London	E. C. Morgan	G. H. Float	Balfour, Guthrie & Co.	Aug. 28, 1872
1844	Magdeburg Fire	London	J. Borradaile	H. Williams	H. W. Syz	Nov. 6, 1879
1872	Magdeburg General	Magdeburg	R. Teilmarle	E. F. Miedke	Hutchinson & Mann	April 13, 1882
1824	Manchester Fire	Manchester	J. B. Northcott	F. Hudson	Gutte & Frank	Sept. 6, 1886
1881	Man On	Hong Kong	F. Englehorn	C. Giranner	Hutchinson & Mann	Sept. 6, 1886
1864	Maritime and Traders	Liverpool	Quon Hoi Chuen	Woo Lin Yuen	Balfour, Guthrie & Co.	August 31, 1878
1858	Mechanics	New Orleans	J. B. Smith	R. S. Coleman	Geo. Marcus & Co.	April 22, 1880
1850	Mechanics	New York	L. R. Colman	G. H. Frost	Geo. Marcus & Co.	Nov. 10, 1884
1881	Michigan Fire and Marine	Detroit	Henry Bowles	J. S. Mettler	E. L. Woods	Oct. 31, 1881
1823	National	Dublin	J. H. Morris	I. S. Mulliken	E. L. Woods	October 31, 1881
1838	National Fire	New York	D. Whitney, Jr.	E. Hasbeck	N. D. Coleman	July 3, 1874
1871	National Fire	Hartford	H. T. Drowne	J. H. Kattenstroth	Jacobs & Easton	Jan. 3, 1887
			J. Nichols	E. G. Richards	Jacobs & Easton	Jan. 31, 1882
					O'Kell & Woolley	May 8, 1885
					H. M. Newhall & Co.	June 28, 1886
					W. J. Dutton	October 18, 1884
					G. D. Dornin	May 13, 1879
						August 5, 1874

TABLE No. 11—Continued.

Year of organization	NAME.	Location.	President.	Secretary.	Agent for California.	Date of Certificate issued by Insurance Commissioner.	Commenced business in California.
1882	National Marine	London	H. W. Petre	Wm. Gray	Gutte & Frank	October 9, 1883	October 9, 1883
1869	New Hampshire Fire	Manchester	J. A. Weston	J. C. French	Chas. A. Laton	Nov. 30, 1880	Nov. 30, 1880
1850	New Zealand	Auckland	J. Williamson	G. P. Pierce	Hugh Craig	March 27, 1875	March 27, 1875
1850	Niagara Fire	Boston	P. Notman	W. Pollock	Spreyer & Herold	October 18, 1878	October 18, 1878
1872	North American	Boston	Silas Pearce	C. E. Macullar	E. E. Potter	March 27, 1884	March 27, 1884
1809	North British and Mercantile	London	G. H. Burnett	F. W. Lance	Tom C. Grant	Sept. 26, 1868	October 13, 1862
1863	North China	Shanghai	E. H. Lavers	Alex. Ross	Macdonald & Co.	June 13, 1876	June 13, 1876
1836	North German	London	W. Walkinsham	J. Valentine	Robt. Dickson	Sept. 26, 1868	June 13, 1876
1868	North German Fire	London	J. Nordheim	C. Prager	Walter Spreyer	Sept. 26, 1868	Sept. 26, 1868
1797	Norwich Union	Norwich, Eng.	H. S. Paterson	C. E. Bignold	E. W. Carpenter	Sept. 20, 1877	Sept. 20, 1877
1877	On Tai	Hong Kong	Lee Sing	Ho Anel	Lai, Hing Lung & Co.	July 13, 1877	July 13, 1877
1881	Oregon Fire and Marine	Portland	L. White	E. Hall	Hutchinson & Mann	Nov. 22, 1877	Nov. 22, 1877
1867	Orient Fire	Hartford	C. F. Jeremiah	G. B. Bodwell	Geo. D. Dornin	August 27, 1884	Aug. 27, 1884
1851	Pacific Fire	New York	T. B. Whiting	F. T. Stinson	Rolla V. Watt	March 10, 1881	March 10, 1881
1825	Pennsylvania Fire	Philadelphia	J. Devereux	F. L. Thompson	Brown, Craig & Co.	March 25, 1881	March 25, 1881
1885	People's Fire	Manchester, N. H.	J. C. Moore	S. B. Stearns	Okell & Woolley	Dec. 20, 1875	Dec. 20, 1875
1853	Phoenix	Brooklyn	S. Crowell	P. Shaw	Brown, Craig & Co.	May 9, 1887	May 9, 1887
1854	Phoenix	Hartford	H. Kellogg	D. W. C. Skilton	A. E. Magill	Nov. 9, 1868	Aug. 25, 1864
1782	Prescott	London	G. A. Fuller	W. C. McDonald	Butler & Haldan	July 15, 1868	June 20, 1863
1872	Providence	Boston	F. H. Stevens	F. A. Wetherlee	E. E. Potter	Dec. 22, 1879	Dec. 22, 1879
1799	Providence-Washington	Providence, R. I.	J. H. De Wolf	J. B. Brauch	Manheim, Staples & Co.	April 22, 1881	April 22, 1881
1845	Prussian National	Stettin	H. Thenne	O. Noehmer	Hirschfeld & Jacoby	Dec. 31, 1874	Dec. 31, 1874
1858	Queen	Liverpool	J. A. Macdonald, U. S. Manager	Wm. Gray	Robert Dickson	Nov. 15, 1881	Nov. 15, 1881
1881	Reliance Marine	Liverpool	W. Blain	T. W. Dickson	Honry Lund	March 10, 1874	March 10, 1874
1845	Royal	Liverpool	J. H. McLaren	Digby Johnson	E. W. Carpenter	Dec. 19, 1881	Dec. 19, 1881
1865	St. Paul	St. Paul, Minn.	C. H. Bigelow	C. B. Gilbert	Hutchinson & Mann	June 23, 1869	June 23, 1869
1824	Scottish Union and National	Edinburgh	M. Bennett, Jr., U. S. Manager	C. B. Gilbert	Manheim, Staples & Co.	Sept. 23, 1872	Sept. 23, 1872
1875	Sea	Liverpool	R. P. Wood	W. Bates	Meyer, Wilson & Co.	July 19, 1876	July 19, 1876
1841	Security	New Haven	C. S. Leete	H. Mason	W. Macdonald	Jan. 12, 1877	Jan. 12, 1877
1872	South British Fire and Marine	Auckland, N. Z.	W. C. Dady	G. Johnston	A. S. Murray	August 23, 1877	Aug. 23, 1877
1882	Southern	New Orleans	E. Miltenberger	S. McGeehe	J. C. Jennings & Co.	Dec. 7, 1886	Dec. 7, 1886
1849	Springfield Fire and Marine	Springfield, Mass.	J. N. Dunham	S. J. Hall	Jacobs & Easton	April 6, 1881	April 6, 1881
1871	Standard Marine	Liverpool	W. Watson	J. Gick	J. D. Spreckels & Bros.	June 28, 1881	June 28, 1881
1883	Strats	Singapore	T. Sohst	C. D. Kerr	Geo. Marcus & Co.	July 18, 1884	July 18, 1884
1886	Strats Fire	Singapore	T. Sohst	C. D. Kerr	Geo. Marcus & Co.	March 14, 1887	March 14, 1887
1866	Svea Fire and Life	Gothenburg, Sweden	C. O. Kjellberg	E. Boye	Muecke & Co.	Sept. 22, 1884	Sept. 22, 1884
1866	Sun Fire	London	J. J. Guile, U. S. Manager	H. Carpenter	Hutchinson & Mann	Feb. 26, 1886	Feb. 26, 1886
1855	Sun Mutual	New Orleans	J. I. Day	H. Knorr	J. C. Jennings & Co.	October 7, 1885	October 7, 1885
1869	Switzerland Marine	Zurich	R. Naef	H. Knorr	H. W. Syz	October 7, 1874	October 7, 1874
1871	Tontonia	New Orleans	W. B. Schmidt	A. P. Knoll	Hutchinson & Mann	April 18, 1879	April 18, 1879
1860	Thames and Mersey	Liverpool	T. S. Rogerson	J. Kidman	W. G. Harrison	August 21, 1876	Aug. 21, 1876
1856	The Marine	London	J. R. Engledue	R. J. Lodge	G. W. McNear	Sept. 14, 1877	Sept. 14, 1877
1865	Traders	Chicago	E. Buckingham	R. J. Smith	W. F. Blood	June 6, 1873	June 6, 1873

1872	Transatlantic Fire	Hamburg	W. Jacobsen	J. Blumberger	Geo. Marcus & Co.	August 2, 1872
1872	Transatlantic Marine	Berlin	E. Hergensburg	J. A. Pfahler	Thamhauser & Co.	June 24, 1873
1874	Union	Philadelphia	W. S. Hassall	J. M. Cowell	Jacobs & Easton	June 24, 1873
1875	Union	Hong Kong	P. Byrie	N. J. Ede	Page Brothers	Oct. 11, 1880
1877	Union Fire and Marine	Christchurch, N. Z.	T. D. Peacock	W. D. Meares	L. L. Bronwell	Dec. 18, 1883
1863	Union Marine	Liverpool	J. T. Hornby	W. Gow	E. L. Woods	Feb. 27, 1882
1877	United Fire Reinsurance	Manchester	W. Wood, U. S. Manager	G. E. Cock	Hutchinson & Mann	July 3, 1874
1877	United States Fire	New York	W. W. Underhill	A. W. Damon	Butler & Haldan	July 28, 1884
1860	Universal Marine	London	Sir J. Lubbock	J. Q. Underhill	W. B. Chapman	July 28, 1884
1837	Westchester Fire	New York	G. R. Crawford	J. Boomer	A. C. Donnell & Co.	April 7, 1882
1851	Western	Toronto	A. M. Smith	N. W. Meserole	Butler & Haldan	April 7, 1882
1863	Williamsburg City Fire	Brooklyn	E. Driggs	Russell & Co.	E. E. Potter	Oct. 4, 1877
1862	Yangtze	Shanghai	G. H. Wheeler	J. N. Patton	Macandray & Co.	Feb. 4, 1881
1868	Pacific Mutual Life	San Francisco	Geo. A. Moore	J. L. English	Juo. H. Stevens	Sept. 14, 1866
1820	Ætna Life	Hartford	M. G. Bulkeley	W. Dutcher	A. J. Bryant	Oct. 23, 1868
1864	Brooklyn Life	New York	J. L. Greene	W. G. Abbot	J. L. Fogg	Mar. 27, 1879
1846	Connecticut Mutual Life	Hartford	H. B. Hyde	W. Alexander	J. L. Fogg	Nov. 11, 1878
1859	Equitable Life	New York	H. B. Hyde	C. Doremus	North & Snow	June 21, 1880
1860	Germania Life	New York	F. C. Foster	S. Ball	Julius Jacobs	July 9, 1878
1866	Hartford Life and Annuity	Hartford	F. C. Foster	J. P. Holbrook	T. Ellsworth	Nov. 17, 1884
1860	Home Life	New York	J. M. McLean	H. Y. Wemple	W. H. Dunphy	Oct. 11, 1887
1860	Manhattan Life	New York	Amzi Dodd	E. L. Dobbin	Jno. Landers	Oct. 11, 1887
1845	Mutual Benefit Life	Newark	R. A. McCurdy	W. J. Easton	J. Munsel, Jr.	Aug. 2, 1878
1842	Mutual Life	Montpelier, Vt.	Chas. Dewey	G. W. Reed	A. B. Forbes	Sept. 7, 1880
1848	National Life	Boston	B. F. Stevens	S. F. Trull	S. A. Mattison	Sept. 7, 1880
1835	New England Mutual Life	New York	H. L. Beers	A. H. Welch	H. K. Field	June 21, 1886
1841	New York Life	Milwaukee	H. L. Palmer	J. W. Skinner	Alox. G. Hawes	Aug. 20, 1878
1857	Northwestern Mutual Life	Philadelphia	E. M. Needles	H. C. Brown	C. M. Smith	Aug. 20, 1878
1847	Penn Mutual Life	Hartford	J. G. Batterson	R. Dennis	E. H. Hart	May 31, 1882
1863	Travelers	Cincinnati	John Davis	E. P. Marshall	W. W. Haskell	Feb. 24, 1888
1867	Union Central Life	Portland, Me.	J. E. DeWitt	A. L. Bates	F. A. Archibald	July 19, 1878
1848	Union Mutual Life	New York	G. H. Burford	C. P. Fraleigh	M. M. Este	Feb. 25, 1885
1850	United States Life	New York	W. A. Brewer, Jr.	C. Munn	F. M. Bates	Sept. 11, 1868
1860	Washington Life	Hartford	W. A. Brewer, Jr.	C. Munn	John H. Gray	May 14, 1883
1885	Pacific Surety	San Francisco	W. Everson	E. F. Green	Dr. H. Gray	Feb. 5, 1881
1887	California Title Ins. and Trust Co.	San Francisco	Geo. T. Marye, Jr.	M. B. Clapp	E. P. Gray	Aug. 26, 1880
1883	American Steam Boiler	New York	W. K. Lathrop	M. B. Schenck	Aug. 26, 1880	Aug. 26, 1880
1884	American Surety	New York	R. A. Elmer	F. N. Nugent	Oct. 13, 1884	Oct. 13, 1884
1880	Employers Liability	London	Lord C. Hamilton	S. S. Brown	Dec. 5, 1884	Dec. 5, 1884
1876	Fidelity and Casualty	New York	W. M. Richards	J. M. Crane	June 20, 1887	June 20, 1887
1866	Hartford Steam Boiler	Hartford	J. M. Allen	J. B. Pierce	March 4, 1881	March 4, 1881
1882	Lloyd's Plate Glass	New York	G. B. Beemer	W. T. Woods	J. R. Garmes & Mann	Nov. 6, 1884
1874	Metropolitan Plate Glass	New York	H. Harreau	E. H. Winslow	Rolla V. Watt	Dec. 6, 1887
					Hutchinson & Mann	May 8, 1879

ANNUAL STATEMENTS.

ANGLO-NEVADA ASSURANCE CORPORATION.

LOCATED AT SAN FRANCISCO—ORGANIZED NOVEMBER, 1885.

LOUIS SLOSS, President.

Z. P. CLARK, Secretary.

Joint stock capital authorized.....	\$2,000,000 00
Joint stock capital paid up in cash.....	2,000,000 00

YEAR ENDING DECEMBER 31, 1887.

ASSETS.			
Loans on mortgages (first liens) upon which not more than one year's interest is due.....			\$637,500 00
Interest accrued upon said mortgage loans.....			25,806 29
Bonds owned absolutely by the company:			
	Par Value.	Market Value.	
Southern Pacific Railroad of Arizona 6 per cent bonds.....	\$1,390,000 00	\$1,522,050 00	
United States bonds, 4 per cent, registered.....	50,000 00	62,500 00	
			1,584,550 00
Cash in office and in bank.....			121,403 54
Interest due and accrued on bonds not included in "Market Value".....			1,437 50
Gross premiums in due course of collection.....			124,546 98
Due from other companies for reinsurance on losses already paid.....			2,588 87
Total.....			\$2,497,833 18
LIABILITIES.			
Losses adjusted and unpaid.....	\$16,144 35		
Losses in process of adjustment.....	28,636 57		
Losses resisted.....	3,400 00		
Total.....	\$48,150 92		
Deduct reinsurance thereon.....	1,080 95		
			\$47,069 97
Gross premiums on fire risks running one year or less, \$661,152 67; unearned premium, 50 per cent.....	\$330,576 41		
Gross premiums on fire risks running more than one year, \$122,046 06; unearned premium, pro rata.....	93,628 64		
Gross premiums on marine and inland navigation risks, \$29,408 50; unearned premium, 100 per cent.....	29,408 50		
Gross premiums on marine time risks, \$3,394 22; unearned premiums, 50 per cent.....	1,697 11		
			455,310 66
Commissions and brokerage due and to become due.....			3,872 89
Reinsurance.....			7,509 16
Gross liabilities, except capital stock.....			\$513,762 68
Surplus as regards policy holders.....			1,984,070 50
Capital stock paid up in cash.....			2,000,000 00
INCOME.			
	Fire.	Marine.	
Net cash actually received for premiums.....	\$840,180 49	\$114,523 81	\$954,704 30
Received for interest on mortgage loans.....			12,327 37
Received for interest on bonds.....			83,741 83
Total income received in cash.....			\$1,050,773 50

ANGLO-NEVADA ASSURANCE CORPORATION—Continued.

EXPENDITURES.		
	Fire.	Marine.
Gross amount paid for losses.....	\$371,980 50	\$71,314 86
Cash dividends paid stockholders.....		
Paid for commissions and brokerage.....		
Salaries, fees, and all other charges of officers, clerks, agents, and all other employés.....		
Paid for taxes.....		
All other payments and expenditures.....		
Total expenditures in cash.....		
		\$866,445 19

RISKS AND PREMIUMS.

	Fire Risks.	Premiums thereon.	Marine and Inland Risks.	Premiums thereon.
In force on December 31 of the preceding year.....	\$18,261,873 00	\$288,791 88	\$1,803,078 00	\$38,045 88
Written during the year.....	84,301,805 00	1,182,556 30	22,075,712 00	215,898 43
Totals.....	\$102,563,678 00	\$1,471,348 18	\$23,878,790 00	\$253,944 31
Deduct expirations and cancellations.....	42,053,528 00	587,702 97	20,746,391 00	196,791 40
In force at the end of the year.....	\$60,510,150 00	\$883,645 21	\$3,132,399 00	\$57,152 91
Deduct amount reinsured.....	6,786,945 00	100,446 48	1,295,364 00	24,350 18
Net amount in force.....	\$53,723,205 00	\$783,198 73	\$1,837,035 00	\$32,802 73

CALIFORNIA INSURANCE COMPANY.

LOCATED AT SAN FRANCISCO—ORGANIZED FEBRUARY, 1861.

L. L. BROMWELL, President.

W. H. C. FOWLER, Secretary.

Joint stock capital authorized.....	\$600,000 00
Joint stock capital paid up in cash.....	600,000 00

YEAR ENDING DECEMBER 31, 1887.

ASSETS.		
Value of real estate owned by the company.....		\$100,000 00
Loans on mortgages (first liens) upon which not more than one year's interest is due.....		24,476 67
Interest accrued on said mortgage loans.....		611 00
Stocks and bonds owned absolutely by the company:		
	Par Value.	Market Value.
150 United States bonds, 4 per cent.....	\$150,000 00	\$190,125 00
25 Oakland Gas bonds.....	25,000 00	25,500 00
35 Northern Pacific Railroad bonds.....	35,000 00	41,300 00
24 Spring Valley Water bonds.....	24,000 00	30,240 00
9 Pacific Rolling Mill Company bonds.....	9,000 00	9,450 00
25 San Diego Gas and Electric Light bonds.....	25,000 00	25,750 00
272 shares Bank of California stock.....	27,200 00	51,000 00
300 shares First National Bank stock.....	30,000 00	36,150 00
551 shares Oakland Bank of Savings stock.....	27,550 00	32,380 50
200 shares Grangers' Bank stock.....	20,000 00	12,000 00
Amount carried forward.....	\$453,895 50	\$125,087 67

CALIFORNIA INSURANCE COMPANY—Continued.

	Par Value.	Market Value.	
Amount brought forward.....		\$453,895 50	\$125,087 67
100 shares California Wireworks Company stock....	\$10,000 00	5,000 00	
200 shares Pacific Rolling Mills Company stock....	20,000 00	20,000 00	
150 shares California Safe Deposit and Trust Com- pany stock.....	15,000 00	7,650 00	
200 shares Wells, Fargo & Company stock.....		26,000 00	
200 shares London, Paris, and American Bank stock.	20,000 00	18,600 00	
400 shares Oakland Gaslight and Heat Company stock.....	Nominal.	12,900 00	
500 shares Spring Valley Water Company stock....	50,000 00	51,250 00	
300 shares Merced Security Savings Bank stock....	Nominal.	7,500 00	
300 shares Contra Costa Water Company stock....	Nominal.	27,300 00	
160 shares San Francisco Gaslight Company stock.	16,000 00	8,800 00	
		\$638,895 50	638,895 50
Cash in office and in banks.....			265,751 49
Interest due and accrued on stocks and bonds, and on deposits in savings banks.....			5,722 29
Gross premiums in due course of collection.....			117,985 88
Bills receivable, <i>not matured</i> , taken for fire, marine, and inland risks			18,472 60
Total assets.....			\$1,171,915 43
LIABILITIES.			
Losses adjusted and unpaid.....		\$39,089 00	
Losses resisted.....		5,250 00	
			\$44,339 00
Gross premiums on fire risks running one year or less, \$338,816 36; unearned premium, 50 per cent.....		\$169,408 18	
Gross premiums on fire risks running more than one year, \$149,585 20; unearned premium, pro rata.....		82,396 96	
Gross premiums on marine and inland navigation risks, \$15,- 226 78; unearned premium, 100 per cent.....		15,226 78	
Gross premiums on marine time risks, \$81,125 72; unearned premium, 50 per cent.....		40,562 86	
			307,594 78
Commissions and brokerage due and to become due.....			14,890 68
Total liabilities, except capital stock.....			\$366,824 46
Surplus as regards policy holders.....			\$805,090 97
Capital stock paid up in cash.....			600,000 00
Surplus over paid up capital and all other liabilities.....			\$205,090 97
INCOME.			
	Fire.	Marine.	
Net cash received for premiums.....	\$411,231 15	\$97,241 98	\$508,473 13
Received for interest on stocks and bonds, and from other sources			40,670 38
Received for rents			2,600 00
Received for profits on investments—realized.....			6,029 75
Total income received in cash.....			\$557,773 26
DISBURSEMENTS.			
	Fire.	Marine.	
Gross amount paid for losses, including \$41,678 54, losses in previous years.....	\$199,718 58	\$49,832 22	\$249,550 80
Cash dividends paid stockholders.....			72,000 00
Paid for commissions and brokerage.....			87,240 46
Salaries, fees, and all other charges of officers, clerks, agents, and all other employés			37,041 46
Paid for taxes.....			10,905 96
All other payments and expenditures.....			50,532 93
Total expenditures paid in cash.....			\$507,271 61

CALIFORNIA INSURANCE COMPANY—Continued.

RISKS AND PREMIUMS.

	Fire Risks.	Premiums thereon.	Marine and Inland Risks.	Premiums thereon.
In force December 31 of preceding year.....	\$29,966,376 00	\$420,416 98	\$1,277,100 00	\$73,962 79
Written during the year.....	37,617,122 00	506,859 52	8,734,988 00	222,939 13
Totals	\$67,583,498 00	\$927,276 50	\$10,012,088 00	\$296,901 92
Deduct expirations and cancellations	31,178,615 00	403,696 75	7,166,166 00	159,883 33
In force at the end of the year....	\$36,404,883 00	\$523,579 75	\$2,845,922 00	\$137,018 59
Deduct amount reinsured.....	2,153,640 00	35,178 19	921,071 00	40,666 09
Net amount in force	\$34,251,243 00	\$488,401 56	\$1,924,851 00	\$96,352 50

COMMERCIAL INSURANCE COMPANY.

LOCATED AT SAN FRANCISCO—ORGANIZED FEBRUARY 26, 1872.

JOHN H. WISE, President.

CHARLES A. LATON, Secretary.

Joint stock capital authorized.....	\$200,000 00
Joint stock capital paid up in cash.....	200,000 00

YEAR ENDING DECEMBER 31, 1887.

ASSETS.			
Value of real estate owned by the company.....			\$5,030 80
Loans on mortgages (first liens) upon which not more than one year's interest is due			189,592 23
Interest due and accrued upon said mortgage loans.....			1,030 35
Stocks and bonds owned absolutely by the company:			
	Par Value.	Market Value.	
50 U. S. bonds, 4-20's	\$50,000 00	\$62,750 00	
19 Shasta County bonds, 7 per cent.....	17,500 00	18,775 00	
50 Rocklin School District bonds.....	5,000 00	5,100 00	
1,900 shares Merchants' Exchange Bank stock, in liquidation	190,000 00	30,400 00	
205 shares Spring Valley Waterworks stock.....	20,500 00	21,012 50	
		\$138,037 50	138,037 50
Cash in office and in banks			7,682 59
Interest due and accrued on stocks, not included in "Market Value".....			102 50
Gross premiums in due course of collection			87,071 73
Bills receivable, <i>not matured</i> , taken for fire, marine, and inland risks			5,647 05
Total assets.....			\$434,194 75
LIABILITIES.			
Losses in process of adjustment			\$12,434 61
Gross premiums on fire risks, running one year or less, \$266,-175 86; unearned premium, 50 per cent		\$133,087 93	
Gross premiums on fire risks, running more than one year, \$60,438 14; unearned premium, pro rata		32,154 25	
Gross premiums on marine and inland navigation risks, \$385 97; unearned premium, 100 per cent		385 97	
Gross premiums on marine time risks; unearned premium, 50 per cent		5,934 25	
			171,562 40
Amount carried forward.....			\$183,996 56

TWENTIETH ANNUAL REPORT OF THE
COMMERCIAL INSURANCE COMPANY—Continued.

Amount brought forward			\$183,996 56
Commissions and brokerage due and to become due			1,609 71
Return premiums			1,791 53
Total liabilities, except capital stock			\$187,397 80
Surplus as regards policy holders			\$246,796 95
Capital stock paid up in cash			200,000 00
Surplus over paid up capital and all other liabilities			\$46,796 95
INCOME.			
	Fire.	Marine.	
Net cash received for premiums	\$374,871 99	\$24,199 48	\$399,071 47
Received for interest on mortgage loans			15,249 66
Received for interest on stocks and bonds			7,099 11
Total income received in cash			\$421,420 24
EXPENDITURES.			
	Fire.	Marine.	
Amount paid for losses, including \$18,753 09, losses in previous years	\$255,462 31	\$9,392 42	\$264,854 73
Cash dividends paid stockholders			24,000 00
Paid for commissions and brokerage			78,204 58
Salaries, fees, and all other charges of officers, clerks, agents, and all other employés			29,695 85
Paid for taxes			7,564 36
All other payments and expenditures			28,544 18
Total expenditures paid in cash			\$432,863 70

RISKS AND PREMIUMS.

	Fire Risks.	Premiums thereon.	Marine and Inland Risks.	Premiums thereon.
In force on December 31 of the preceding year	\$19,623,064 00	\$306,030 28	\$232,443 00	\$17,164 12
Written during the year	28,344,761 00	452,088 09	2,505,903 00	33,206 20
Totals	\$47,967,825 00	\$758,118 37	\$2,738,346 00	\$50,370 32
Deduct expirations and cancel- lations	25,004,050 00	421,595 48	2,535,671 00	36,010 85
In force at the end of the year	\$22,963,775 00	\$336,522 89	\$192,675 00	\$14,359 47
Deduct amount reinsured	921,579 00	16,231 52	25,500 00	2,105 00
Net amount in force	\$22,041,196 00	\$320,291 37	\$167,175 00	\$12,254 47

FIREMAN'S FUND INSURANCE COMPANY.

LOCATED AT SAN FRANCISCO—ORGANIZED MAY 3, 1863.

D. J. STAPLES, President.

WM. J. DUTTON, Secretary.

Joint stock capital authorized.....	\$1,000,000 00
Joint stock capital paid up in cash.....	1,000,000 00

YEAR ENDING DECEMBER 31, 1887.

ASSETS.			
Value of real estate owned by the company.....			\$325,531 62
Loans on mortgages (first liens) upon which not more than one year's interest is due.....			299,750 00
Interest due and accrued on said mortgage loans.....			1,044 01
Stocks and bonds owned absolutely by the company:			
	Par Value.	Market Value.	
United States bonds, registered 4's.....	\$220,000 00	\$276,100 00	
Market Street Cable Railroad Co. bonds.....	90,000 00	115,650 00	
Oakland City Gaslight and Heat Co. bonds.....	35,000 00	36,050 00	
Los Angeles Gas Co. bonds.....	10,000 00	10,350 00	
San Diego Gas and Electric Light Co. bonds.....	20,000 00	20,000 00	
Riverside Water Co. bonds.....	70,000 00	74,200 00	
Spring Valley Water Co. bonds.....	2,000 00	2,530 00	
California Dry Dock Co. bonds.....	34,000 00	36,040 00	
Pacific Rolling Mills bonds.....	6,000 00	6,480 00	
Union Iron Works bonds.....	5,000 00	5,200 00	
60 shares Bank of California stock.....	6,000 00	11,100 00	
100 shares Anglo-Californian Bank stock (50 per cent paid up).....	5,000 00	6,000 00	
107 shares First National Bank, San Francisco, stock.....	10,700 00	12,840 00	
450 shares Oakland Bank of Savings stock (50 per cent paid up).....	22,500 00	27,000 00	
100 shares Savings Bank of Santa Rosa Stock.....	10,000 00	14,000 00	
270 shares California Safe Deposit and Trust Co. stock (45 per cent paid up).....	12,150 00	13,500 00	
942 shares California Street Cable Railroad Co. stock.....	94,200 00	104,562 00	
550 shares Presidio and Ferries Railroad Co. stock (55 per cent paid up).....	30,250 00	26,400 00	
300 shares North Beach and Mission Railroad Co. stock.....	30,000 00	28,500 00	
220 shares Sutter Street Railroad Co. stock.....	22,000 00	26,400 00	
550 shares Oakland Gaslight and Heat Co. stock (20 per cent paid up).....	11,000 00	19,250 00	
250 shares Stockton Gas, Light, and Heat Co. stock (40 per cent paid up).....	10,000 00	11,250 00	
200 shares Pacific Gas Improvement Co. stock (33½ per cent paid up).....	6,666 66	12,800 00	
500 shares California Dry Dock Co. stock.....	50,000 00	17,500 00	
250 shares Pacific Rolling Mills stock.....	25,000 00	25,000 00	
250 shares Judson Manufacturing Co. stock (45 per cent paid up).....	11,250 00	4,500 00	
15 shares Pioneer Woolen Factory stock.....	15,000 00	2,250 00	
	\$863,716 66	\$945,452 00	
Deduct from "Market Value".....		5,000 00	
			940,452 00
Stocks, bonds, and other securities, hypothecated to the company as collateral security for cash loaned by the company:			
	Par Value.	Market Value.	Am't Loaned.
257 shares Risdon Iron and Locomotive Works.....	\$25,700 00	\$7,710 00	\$2,500 00
100 shares San Francisco Gaslight stock.....	10,000 00	5,500 00	4,500 00
25 shares Bank of Sonoma County.....	2,500 00	2,750 00	2,250 00
3050 shares American Biscuit Co. stock, San Francisco.....	303,500 00	183,000 00	93,000 00
440 shares Masonic Hall stock.....	4,400 00	5,060 00	4,000 00
130 shares Santa Rosa Athenæum Co. stock.....	13,000 00	13,000 00	8,000 00
Amount carried forward.....	\$359,100 00	\$217,020 00	\$114,250 00
			\$1,566,777 63

FIREMAN'S FUND INSURANCE COMPANY—Continued.

	Par Value.	Market Value.	Am't Loaned.	
Amount brought forward.....	\$359,100 00	\$217,020 00	\$114,250 00	\$1,566,777 68
150 shares Savings and Loan Society stock.....	15,000 00	21,000 00	13,500 00	
130 shares Judson Manufacturing Co.....	5,850 00	2,340 00		
200 shares California Iron and Steel Co.....	6,000 00	250 00	2,150 00	
130 shares California Artificial Stone Co.....	1,300 00	130 00		
10 shares Knappton Packing Co.....	1,000 00	1,500 00		
330 shares Bank of Sonoma County.....	33,000 00	36,300 00	20,000 00	
76 shares Oak Shade Fruit Co. stock.....	7,600 00	3,800 00	1,500 00	
60 shares Bank of California.....	6,000 00	10,500 00		
188 shares First National Bank of San Francisco.....	18,800 00	22,560 00	35,000 00	
30 bonds Pioneer Woolen Factory, \$500 each.....	15,000 00	15,000 00		
290 shares Bank of Sonoma County.....	29,000 00	31,900 00		
Assigned mortgage on real estate in Sonoma County; land valued, \$5,000; improvements, \$1,000.....	4,340 00	4,340 00	26,000 00	
Assigned mortgage on real estate in Sonoma County; land valued, \$5,500; improvements, \$1,200.....	4,500 00	4,500 00		
Totals.....	\$503,490 00	\$371,140 00	\$212,400 00	212,400 00
Cash in office and in banks.....				159,415 17
Interest due and accrued on stocks and bonds, not included in "Market Value".....				10,664 36
Interest due and accrued on collateral loans.....				1,656 60
Gross premiums in due course of collection.....				167,150 89
Bills receivable, <i>not matured</i> , taken for fire, marine, and inland risks.....				58,314 33
Rents due and accrued.....				540 50
Due from other companies for reinsurance on losses already paid.....				5 70
Total assets.....				\$2,176,925 18
LIABILITIES.				
Losses adjusted and unpaid.....		\$27,907 13		
Losses in process of adjustment.....		67,937 66		
Losses resisted.....		10,109 73		
Total.....		\$105,954 52		
Deduct reinsurance thereon.....		5,844 83		
				\$100,109 69
Gross premiums on fire risks running one year or less, \$701,290 23.				
Unearned premium, 50 per cent.....		\$350,645 11		
Gross premiums on fire risks running more than one year, \$425,773 73.				
Unearned premium, pro rata.....		241,494 21		
Gross premiums on marine and inland navigation risks, \$8,732 24.				
Unearned premium, 100 per cent.....		8,732 24		
Gross premiums on marine time risks, \$77,005 33.				
Unearned premium, 50 per cent.....		38,502 66		
				639,374 22
Commissions and brokerage due and to become due.....				15,540 60
Marine bills payable.....				7,516 81
Agents' balances.....				13,312 74
Total liabilities, except capital stock.....				\$775,854 06
Surplus as regards policy holders.....				\$1,401,071 12
Capital stock paid up in cash.....				1,000,000 00
Surplus over paid up capital, and all other liabilities.....				\$401,071 12
INCOME.				
	Fire.	Marine.		
Net cash received for premiums.....	\$885,396 10	\$132,853 22		\$1,018,249 32
Received for interest on mortgage loans, and from other sources.....				28,090 60
Received for interest and dividends on stocks and bonds.....				41,726 50
Received for rents.....				20,863 37
Total income received in cash.....				\$1,108,729 79

FIREMAN'S FUND INSURANCE COMPANY—Continued.

EXPENDITURES.			
Paid for losses, including \$59,703 60, losses in previous years.....	Fire.	Marine.	
	\$485,094 51	\$69,711 56	\$554,806 07
Cash dividends paid stockholders.....			120,000 00
Paid for commissions and brokerage.....			142,560 79
Salaries, fees, and all other charges of officers, clerks, agents, and all other employes.....			101,923 92
Paid for taxes.....			15,295 50
All other payments and expenditures.....			102,300 18
Total cash expenditures.....			\$1,036,886 46

RISKS AND PREMIUMS.

	Fire Risks.	Premiums on same.	Marine and Inland Risks.	Premiums on same.
In force on December 31 of the preceding year.....	\$80,620,357 82	\$1,107,340 41	\$2,049,649 00	\$122,110 59
Written during the year.....	84,822,727 04	1,178,589 61	17,725,598 00	288,421 26
Totals.....	\$165,443,084 86	\$2,285,930 02	\$19,775,247 00	\$410,531 85
Deduct expirations and cancellations.....	75,255,245 86	1,032,845 37	17,484,661 00	261,265 63
In force at the end of the year..	\$90,187,839 00	\$1,253,084 65	\$2,290,586 00	\$149,266 22
Deduct amount reinsured.....	6,418,957 00	126,016 69	983,616 00	63,528 65
Net amount in force.....	\$83,768,882 00	\$1,127,067 96	\$1,306,970 00	\$85,737 57

HOME MUTUAL INSURANCE COMPANY.

LOCATED AT SAN FRANCISCO—ORGANIZED SEPTEMBER, 1864.

J. F. HOUGHTON, President.

CHARLES R. STORY, Secretary.

Joint stock capital authorized.....	\$300,000 00
Joint stock capital paid up in cash.....	300,000 00

YEAR ENDING DECEMBER 31, 1887.

ASSETS.			
Value of real estate owned by the company.....			\$128,600 00
Loans on mortgages (first liens) upon which not more than one year's interest is due.....			292,936 60
Interest due and accrued on said mortgage loans.....			8,769 45
Stocks and bonds owned by the company:			
	Par Value.	Market Value.	
Stanislaus County (California) bonds.....	\$30,500 00	\$32,940 00	
Riverside Water Company bonds.....	20,000 00	21,800 00	
Portland (Oregon) School District bonds.....	50,000 00	52,285 00	
Riverside School District bonds.....	25,000 00	27,525 00	
300 shares Pacific Gas Improvement Company stock (one third paid up).....	30,000 00	19,130 00	
200 shares Sather Banking Company stock.....	20,000 00	21,000 00	
	\$175,500 00	\$174,680 00	174,680 00
Amount carried forward.....			\$604,986 05

HOME MUTUAL INSURANCE COMPANY—Continued.

Amount brought forward.....				\$604,986 05
Stocks and bonds hypothecated to the company as collateral security for cash loaned by the company:				
	Par Value.	Market Value.	Am't Loaned.	
225 shares Merced Security Savings Bank stock (\$30 paid up).....	\$22,500 00	\$6,750 00	\$4,000 00	
400 shares Commercial Savings Bank of San José (one third paid up).....	40,000 00	24,000 00	12,000 00	
266 shares San José and Santa Clara Horse Railroad Company stock.....	26,600 00	26,600 00	7,500 00	
5 bonds Kingsbury School District, Fresno County.....	2,500 00	2,650 00	2,000 00	
	\$91,600 00	\$60,000 00	\$25,500 00	25,500 00
Cash in office and in banks.....				123,058 13
Interest due and accrued on collateral loans.....				480 00
Net premiums in course of collection.....				62,602 96
Total assets.....				\$816,627 14
LIABILITIES.				
Losses adjusted and unpaid.....			\$3,010 00	
Losses in process of adjustment.....			1,200 00	
Losses resisted.....			2,900 00	
				\$7,110 00
Gross premiums on fire risks, running one year or less, \$232,-203 62; unearned premium, 50 per cent.....			\$116,101 81	
Gross premiums on fire risks, running more than one year, \$213,575 28; unearned premium, pro rata.....			114,228 55	
				230,330 36
Cash dividends remaining unpaid.....				1,223 00
Total liabilities, except capital stock.....				\$238,663 36
Surplus as regards policy holders.....				\$577,963 78
Capital stock paid up in cash.....				300,000 00
Surplus over paid up capital and all other liabilities.....				\$277,963 78
INCOME.				
Net cash received for premiums.....				\$320,146 82
Received for interest on mortgage loans, and from other sources.....				31,569 79
Received for rents.....				2,927 05
Total cash income.....				\$354,643 66
EXPENDITURES.				
Amount paid for losses, including \$2,468 50, losses in previous years.....				\$134,260 63
Cash dividends paid stockholders.....				36,000 00
Paid for commissions and brokerage.....				78,435 36
Salaries, fees, and all other charges of officers, clerks, agents, and all other employes.....				40,085 00
Paid for taxes.....				6,329 27
All other payments and expenditures.....				43,289 68
Total cash expenditures.....				\$338,399 94

RISKS AND PREMIUMS.

	Fire Risks.	Premiums thereon.
In force on December 31 of the preceding year.....	\$25,173,543 00	\$428,493 11
Written during the year.....	22,283,151 00	394,975 78
Totals.....	\$47,456,694 00	\$823,468 89
Deduct expirations and cancellations.....	21,216,263 00	356,954 59
In force at the end of the year.....	\$26,240,431 00	\$466,514 30
Deduct amount reinsured.....	1,062,620 00	20,735 40
Net amount in force.....	\$25,177,810 00	\$445,778 90

OAKLAND HOME INSURANCE COMPANY.

LOCATED AT OAKLAND, CALIFORNIA—ORGANIZED JANUARY, 1880.

WILLIAM P. JONES, President.

WILLIAM F. BLOOD, Secretary.

Joint stock capital authorized.....	\$200,000 00
Joint stock capital paid up in cash.....	200,000 00

YEAR ENDING DECEMBER 31, 1887.

ASSETS.			
Value of real estate owned by the company.....			\$100,000 00
Loans on mortgages (first liens) upon which not more than one year's interest is due.....			58,119 70
Loans on mortgages (first liens) upon which more than one year's interest is due.....			1,400 00
Interest due and accrued upon said mortgage loans.....			1,216 05
Bonds owned by the company:			
	Par Value.	Market Value.	
United States bonds, $4\frac{1}{2}$ per cent registered.....	\$50,000 00	\$53,750 00	
Multnomah County (Oregon) School District bonds.....	10,000 00	10,250 00	
	\$60,000 00	\$64,000 00	64,000 00
Cash in office and in banks.....			50,712 47
Interest due and accrued on bonds, not included in "Market Value".....			718 64
Gross premiums in due course of collection.....			76,209 58
Due from other solvent companies.....			13,543 90
Total assets.....			\$365,920 34
LIABILITIES.			
Losses adjusted and unpaid.....	\$9,399 26		
Losses in process of adjustment.....	9,661 00		
Total.....	\$19,060 26		
Deduct reinsurance thereon.....	1,835 41		
			\$17,224 85
Gross premiums on fire risks running one year or less, \$141,405 75; unearned premium, 50 per cent.....	\$70,702 85		
Gross premiums on fire risks running more than one year, \$67,647 38; unearned premium, pro rata.....	37,380 17		
			108,083 02
Cash dividends remaining unpaid.....			422 50
Commissions and brokerage due and to become due.....			5,125 00
Due other companies for reinsurance and premiums.....			6,101 22
Total liabilities, except capital stock.....			\$136,956 59
Surplus as regards policy holders.....			\$228,963 75
Capital stock paid up in cash.....			200,000 00
Surplus over paid up capital, and all other liabilities.....			\$28,963 75
INCOME.			
Net cash received for premiums.....			\$242,026 67
Received for interest on mortgage loans.....			7,348 66
Received for interest on bonds, and from other sources.....			2,250 00
Received for rents.....			5,569 60
Total cash income.....			\$257,194 93
EXPENDITURES.			
Paid for losses, including \$11,341 46, losses in previous years.....			\$107,986 99
Cash dividends paid stockholders.....			12,000 00
Paid for commissions and brokerage.....			45,538 30
Salaries, fees, and all other charges of officers, clerks, agents, and all other employés.....			28,202 80
Paid for taxes.....			4,679 43
All other payments and expenditures.....			36,782 11
Total cash expenditures.....			\$235,189 63

TWENTIETH ANNUAL REPORT OF THE
OAKLAND HOME INSURANCE COMPANY—Continued.
RISKS AND PREMIUMS.

	Fire Risks.	Premiums thereon.
In force on December 31 of the preceding year.....	\$11,420,946 42	\$190,143 89
Written during the year.....	20,186,760 33	333,050 84
Totals.....	\$31,607,706 75	\$523,194 73
Deduct expirations and cancellations.....	16,633,640 75	274,201 50
In force at the end of the year.....	\$14,974,066 00	\$248,993 23
Deduct amount reinsured.....	2,506,571 00	39,940 10
In force at the end of the year.....	\$12,467,495 00	\$209,053 13

SOUTHERN CALIFORNIA INSURANCE COMPANY.

LOCATED AT LOS ANGELES, CALIFORNIA—ORGANIZED FEBRUARY, 1885.

E. F. SPENCE, President.

D. E. MILES, Secretary.

Joint stock capital authorized.....	\$200,000 00
Joint stock capital paid up in cash.....	200,000 00

YEAR ENDING DECEMBER 31, 1887.

ASSETS.		
Value of real estate owned by the company.....		\$56,050 00
Loans on mortgages (first liens) upon which not more than one year's interest is due.....		159,536 66
Loans on mortgages (first liens) upon which more than one year's interest is due.....		1,450 00
Interest due and accrued upon said mortgage loans.....		3,895 22
Cash in office and in banks.....		27,376 97
Gross premiums in due course of collection.....		42,964 19
Total assets.....		\$291,273 04
LIABILITIES.		
Losses in process of adjustment.....	\$28,744 83	
Deduct reinsurance thereon.....	24,000 00	
		\$4,744 83
Gross premiums on fire risks, running one year or less, \$89-053 49; unearned premium, 50 per cent.....	\$44,526 74	
Gross premiums on fire risks, running more than one year, \$38-805 21; unearned premium, pro rata.....	21,414 88	
		65,941 62
Commissions and brokerage due and to become due.....		5,370 52
Due other companies.....		2,002 34
Total liabilities, except capital stock.....		\$78,059 31
Surplus as regards policy holders.....		\$213,213 73
Capital stock paid up in cash.....		200,000 00
Surplus over paid up capital and all other liabilities.....		\$13,213 73
INCOME.		
Net cash received for premiums.....		\$122,256 66
Received for interest on mortgage loans.....		16,795 38
Received for rents.....		600 00
Total cash income.....		\$139,652 04

SOUTHERN CALIFORNIA INSURANCE COMPANY—Continued.

EXPENDITURES.

Paid for losses, including \$2,065 62, losses in previous years	\$42,766 44
Cash dividends paid stockholders	2,000 00
Paid for commissions and brokerage	25,174 47
Salaries, fees, and all other charges of officers, clerks, agents, and all other employes	10,572 50
Paid for taxes	2,402 74
All other payments and expenditures	33,822 73
Total cash expenditures	\$116,738 88

RISKS AND PREMIUMS.

	Fire Risks.	Premiums thereon.
In force on December 31 of the preceding year	\$5,551,367 00	\$95,942 51
Written during the year	10,266,890 00	173,592 37
Totals	\$15,818,257 00	\$269,534 88
Deduct expirations and cancellations	6,672,724 00	113,591 58
In force at the end of the year	\$9,145,533 00	\$155,943 30
Deduct amount reinsured	1,327,255 00	28,084 60
Net amount in force	\$7,818,278 00	\$127,858 70

STATE INVESTMENT AND INSURANCE COMPANY.

LOCATED AT SAN FRANCISCO—ORGANIZED DECEMBER, 1871.

A. J. BRYANT, President.

CHARLES H. CUSHING, Secretary.

Joint stock capital authorized	\$400,000 00
Joint stock capital paid up in cash	400,000 00

YEAR ENDING DECEMBER 31, 1887.

ASSETS.

Value of real estate owned by the company			\$150,859 13
Loans on mortgages (first liens) upon which not more than one year's interest is due			218,000 00
Interest due and accrued on said mortgage loans			1,324 15
Stocks and bonds owned by the company:			
United States bonds, 4 per cent	Par Value.	Market Value.	
Montgomery Avenue bonds, S. F.	\$50,000 00	\$63,250 00	
Dakin Publishing Company stock	10,000 00	2,000 00	
	2,500 00	650 00	
	\$62,500 00	\$65,900 00	65,900 00
Bonds hypothecated to the company as collateral security for cash loaned by the company:			
3 Dupont Street bonds	Par Value.	Market Value.	Am't Loaned.
Cash in office and in banks	\$3,000 00	\$3,600 00	\$2,950 00
Interest due and accrued on stocks and bonds, not included in "Market Value"			22,337 68
Interest due and accrued on collateral loan			660 00
Gross premiums in due course of collection			31 46
Rents due and accrued			81,739 64
Due from other companies for reinsurance on losses already paid			180 00
			237 11
Total assets			\$544,219 17

STATE INVESTMENT AND INSURANCE COMPANY—Continued.

LIABILITIES.		
Losses in process of adjustment	\$8,007 00	
Deduct reinsurance thereon	3,000 00	
		\$5,007 00
Gross premiums on fire risks running one year or less, \$195,- 175 47; unearned premium, 50 per cent	\$97,587 73	
Gross premiums on fire risks running more than one year, \$51,- 014 46; unearned premium, pro rata	26,094 60	
		123,682 33
Cash dividends remaining unpaid		1,693 00
Commissions and brokerage due and to become due		2,250 00
Total liabilities, except capital stock		\$132,632 33
Surplus as regards policy holders		\$411,586 84
Capital stock paid up in cash		400,000 00
Surplus over paid up capital and all other liabilities		\$11,586 84
INCOME.		
Net cash received for premiums		\$213,294 89
Received for interest on mortgage loans		12,055 90
Received for interest and dividends on stocks and bonds		2,489 67
Received for rents		11,049 00
Total cash income		\$238,889 46
EXPENDITURES.		
Paid for losses, including \$11,320 37 losses in previous years		\$107,541 31
Cash dividends paid stockholders		18,617 00
Paid for commissions and brokerage		38,481 73
Salaries, fees, and all other charges of officers, clerks, agents, and all other employés		25,701 60
Paid for taxes		2,756 55
All other payments and expenditures		25,342 42
Total cash expenditures		\$218,440 61

RISKS AND PREMIUMS.

	Fire Risks.	Premiums thereon.
In force on December 31 of the preceding year	\$12,522,180 00	\$227,884 86
Written during the year	14,745,881 00	264,110 35
Totals	\$27,268,061 00	\$491,995 21
Deduct expirations and cancellations	12,605,473 00	232,943 54
In force at the end of the year	\$14,662,585 00	\$259,051 67
Deduct amount reinsured	601,911 00	12,861 74
Net amount in force	\$14,060,677 00	\$246,189 93

SUN INSURANCE COMPANY.

LOCATED AT SAN FRANCISCO—ORGANIZED FEBRUARY, 1882.

C. L. TAYLOR, President.

E. E. POTTER, Secretary.

Joint stock capital authorized \$300,000 00
 Joint stock capital paid up in cash 300,000 00

YEAR ENDING DECEMBER 31, 1887.

ASSETS.			
Value of real estate owned by the company			\$90,000 00
Loans on mortgages (first liens) upon which not more than one year's interest is due			194,400 00
Interest due and accrued on said mortgage loans			4,902 66
Bonds owned by the company:			
Merced County (Cal.) 5 per cent bonds	Par Value.	Market Value.	
Stockton City (Cal.) 6 per cent bonds	\$28,500 00	\$28,829 20	
Portland (Or.) 5 per cent bonds	38,000 00	39,615 00	
Forest Grove (Or.) 8 per cent bonds	43,500 00	44,765 23	
Newport (Or.) 8 per cent bonds	4,500 00	5,377 50	
	2,000 00	2,197 50	
	\$116,500 00	\$120,784 43	120,784 43
Cash in office and in banks			31,984 40
Interest due and accrued on bonds, not included in "Market Value"			2,597 07
Gross premiums in course of collection			56,670 73
Bills receivable, <i>not matured</i> , taken for fire, marine, and inland risks			21,124 46
Rents due and accrued			925 00
Due from other companies			4,287 97
Total assets			\$527,676 72
LIABILITIES.			
Losses in process of adjustment			\$22,016 80
Gross premiums on fire risks, running one year or less, \$144,- 488 09; unearned premium, 50 per cent		\$72,244 04	
Gross premiums on fire risks, running more than one year, \$61,- 379 52; unearned premium, pro rata		34,254 07	
Gross premiums on marine and inland navigation risks, \$1,555 60; unearned premium, 100 per cent		1,555 00	
Gross premiums on marine time risks, \$52,573 68; unearned premium, 50 per cent		26,286 84	
			134,340 55
Commissions and brokerage due and to become due			9,930 61
Total liabilities, except capital stock			\$166,287 96
Surplus as regards policy holders			\$361,388 76
Capital stock paid up in cash			300,000 00
Surplus over paid up capital and all other liabilities			\$61,388 76
INCOME.			
Net cash received for premiums	Fire.	Marine.	
Received for interest on mortgage loans	\$170,059 30	\$82,707 08	\$252,766 38
Received for interest on bonds, and from other sources			15,860 42
Received for rents			6,010 41
Received for discount			6,325 00
Received for salvage			144 93
			535 45
Total cash income			\$281,642 59
EXPENDITURES.			
Paid for losses, including \$27,459 53 losses in previous years	Fire.	Marine.	
Cash dividends paid stockholders	\$99,668 49	\$33,699 27	\$133,367 76
Paid for commissions and brokerage			30,000 00
			41,511 96
Amount carried forward			\$204,879 72

SUN INSURANCE COMPANY—Continued.

Amount brought forward.....	\$204,879 72
Salaries, fees, and all other charges of officers, clerks, agents, and all other employees.....	23,864 28
Paid for taxes.....	1,913 61
All other payments and expenditures.....	24,065 39
Total cash expenditures.....	\$254,723 00

RISKS AND PREMIUMS.

	Fire Risks.	Premiums thereon.	Marine and Inland Risks.	Premiums thereon.
In force on December 31 of the preceding year.....	\$13,595,944 00	\$199,570 53	\$707,850 00	\$45,117 07
Written during the year.....	17,426,435 00	243,253 20	3,878,186 00	116,826 34
Totals.....	\$31,022,379 00	\$442,823 73	\$4,586,036 00	\$161,943 41
Deduct expirations and cancellations.....	14,398,072 00	207,571 40	3,346,590 00	85,118 84
In force at the end of the year...	\$16,624,307 00	\$235,252 33	\$1,239,446 00	\$76,824 57
Deduct amount reinsured.....	2,416,242 00	29,384 71	442,968 00	22,695 29
Net amount in force.....	\$14,208,065 00	\$205,867 62	\$796,478 00	\$54,129 28

UNION INSURANCE COMPANY.

LOCATED AT SAN FRANCISCO—ORGANIZED APRIL, 1865.

GUSTAVE TOUCHARD, President.

JAS. D. BAILEY, Secretary.

Joint stock capital authorized.....	\$750,000 00
Joint stock capital paid up in cash.....	750,000 00

YEAR ENDING DECEMBER 31, 1887.

ASSETS.			
Value of real estate owned by the company.....			\$123,559 44
Loans on mortgages (first liens), upon which not more than one year's interest is due.....			182,800 00
Bonds and stocks owned by the company:	Par Value.	Market Value.	
United States bonds, 4 per cent.....	\$200,000 00	\$253,000 00	
Oakland City bonds, California.....	8,000 00	10,000 00	
Alameda Town bonds, California.....	6,000 00	6,600 00	
Montgomery Avenue bonds, San Francisco.....	120,000 00	24,000 00	
Burlington, Cedar Rapids, and Northern Railroad first mortgage bonds.....	23,000 00	24,265 00	
Chicago, Burlington, and Quincy Railroad bonds.....	25,000 00	33,375 00	
Chicago and Northwestern Railroad consolidated Sinking Fund bonds.....	25,000 00	34,750 00	
Chicago, St. Paul, Minneapolis, and Omaha Railroad consolidated mortgage bonds.....	25,000 00	29,750 00	
Chicago, Milwaukee, and St. Paul Railroad terminal bonds.....	25,000 00	25,500 00	
Chicago, Rock Island, and Pacific Railroad extension and collateral bonds.....	25,000 00	27,250 00	
Chicago, Rock Island, and Pacific Railroad first mortgage bonds.....	20,000 00	26,700 00	
Delaware, Lackawanna, and Western Railroad first mortgage bonds.....	2,000 00	2,670 00	
Amount carried forward.....	\$504,000 00	\$497,860 00	\$306,359 44

UNION INSURANCE COMPANY—Continued.

	Par Value.	Market Value.	
Amount brought forward.....	\$504,000 00	\$497,860 00	\$306,359 44
Lake Shore and Michigan Southern Railroad consolidated mortgage bonds.....	25,000 00	32,250 00	
Michigan Central Railroad first mortgage bonds.....	25,000 00	32,000 00	
Metropolitan Elevated Railroad (N. Y. C.) first mortgage bonds.....	15,000 00	17,700 00	
Metropolitan Elevated Railroad (N. Y. C.) second mortgage bonds.....	10,000 00	10,700 00	
New York Central and Hudson River Railroad first mortgage bonds.....	25,000 00	34,000 00	
Market Street Cable Railroad (San Francisco) bonds.....	20,000 00	25,800 00	
Spring Valley Waterworks (San Francisco) stock.....	22,500 00	22,950 00	
	\$646,500 00	\$673,260 00	673,260 00
Stocks hypothecated to the company, as collateral security, for cash loaned by the company:			
	Par Value.	Market Value.	Am't Loaned.
60 shares Bank of California stock.....	\$6,000 00	\$11,100 00	\$20,000 00
400 shares Presidio and Ferries Railroad Company stock.....	40,000 00	17,800 00	
106 shares California Dry Dock Company.....	10,600 00	11,024 00	
Cash in office and in banks.....			95,448 88
Interest due and accrued on stocks, not included in market value.....			950 00
Gross premiums in due course of collection.....			46,768 48
Bills receivable, <i>not matured</i> , taken for fire, marine, and inland risks.....			21,467 63
Total assets.....			\$1,164,254 43
LIABILITIES.			
Losses adjusted and unpaid.....		\$16,347 00	
Losses in process of adjustment.....		25,964 00	
Losses resisted.....		4,000 00	
			\$46,311 00
Gross premiums on fire risks, running one year or less, \$341-233 62; unearned premium, 50 per cent.....		\$170,616 81	
Gross premiums on fire risks running more than one year, \$119,080 33; unearned premium, pro rata.....		69,850 58	
Gross premiums on marine and inland navigation risks, \$8,311 15; unearned premium, 100 per cent.....		8,311 15	
Gross premiums on marine time risks, \$51,170 19; unearned premium, 50 per cent.....		25,585 08	
			274,363 62
Unused balances of bills and notes taken in advance for premiums.....			7,231 76
Commissions and brokerage due and to become due.....			2,200 00
Total liabilities, except capital stock.....			\$330,106 38
Surplus as regards policy holders.....			\$834,148 05
Capital stock paid up in cash.....			750,000 00
Surplus over paid up capital and all other liabilities.....			\$84,148 05
INCOME.			
	Fire.	Marine.	
Net cash received for premiums.....	\$515,725 17	\$98,512 56	\$614,237 73
Received for interest on mortgage loans.....			11,428 80
Received for interest and dividends on stocks and bonds, and from other sources.....			31,984 04
Received for rents.....			8,365 00
Total cash income.....			\$666,015 57
EXPENDITURES.			
	Fire.	Marine.	
Paid for losses, including \$28,399 80, losses in previous years.....	\$332,177 85	\$53,496 76	\$385,674 61
Cash dividends paid stockholders.....			60,030 00
Paid for commissions and brokerage.....			139,262 80
Salaries, fees, and all other charges of officers, clerks, agents, and all other employes.....			38,334 15
Paid for taxes.....			12,824 89
All other payments and expenditures.....			31,167 53
Total cash expenditures.....			\$667,293 98

UNION INSURANCE COMPANY—Continued.

RISKS AND PREMIUMS.

	Fire Risks.	Premiums thereon.	Marine and Inland Risks.	Premiums thereon.
In force on December 31 of the preceding year	\$35,572,566 00	\$461,177 38	\$1,053,938 00	\$47,004 88
Written during the year	46,865,219 00	595,661 44	10,267,668 00	151,672 94
Totals	\$82,437,785 00	\$1,056,838 82	\$11,321,606 00	\$198,677 82
Deduct expirations and cancellations	42,136,638 00	574,177 51	9,810,830 00	124,746 82
In force at the end of the year.	\$40,301,147 00	\$482,661 31	\$1,510,776 00	73,931 00
Deduct amount reinsured	1,607,594 00	22,347 36	253,526 00	14,449 68
Net amount in force	\$38,693,553 00	\$460,313 95	\$1,257,250 00	\$59,481 32

PACIFIC MUTUAL LIFE INSURANCE COMPANY.

LOCATED AT SAN FRANCISCO—ORGANIZED DECEMBER, 1867.

GEORGE A. MOORE, President.

J. N. PATTON, Secretary.

Joint stock capital paid up in cash.....\$100,000 00

YEAR ENDING DECEMBER 31, 1887.

INCOME.		
Received for premiums for first year's insurance	\$110,212 51	
Received for premiums for subsequent years' insurance	42,517 90	
Received for annuities	303,220 85	
	6,000 00	
Total	\$461,951 26	
Deduct amount paid for reinsurance	2,024 88	
Total premium income	\$459,926 38	\$459,926 38
Received for interest on mortgage loans		107,953 92
Received for interest on bonds and dividends on stocks		3,545 00
Received for interest on premium notes		3,806 40
Received for interest on other debts due the company		3,805 43
Received for discounts		109 50
Total income		\$579,146 63
DISBURSEMENTS.		
Paid for losses and additions	\$37,866 89	
Paid for matured endowments and additions	118,142 34	
	23,870 34	
Total	\$179,879 57	
Deduct amount received on reinsurance	386 42	
Paid to annuitants		\$179,493 15
Paid for surrendered policies		2,287 50
Paid for dividends to policy holders		47,435 16
Paid for dividends to stockholders		35,773 14
Paid for commissions to agents		10,000 00
Paid for salaries and traveling expenses of managers of agencies and agents		60,028 19
Paid for medical examiners' fees		20,675 34
Paid for office salaries		3,349 75
		30,390 94
Amount carried forward		\$389,433 17

PACIFIC MUTUAL LIFE INSURANCE COMPANY—Continued.

Amount brought forward.....		\$389,433 17
Paid for taxes.....		2,569 56
Paid for rent.....		3,125 00
Paid for furniture and fixtures.....		212 06
Paid for advertising.....		2,652 16
Paid for printing and stationery.....		4,620 16
Paid for legal fees.....		3,043 40
General expense, postage, and subscription.....		4,984 66
Total disbursements.....		\$410,640 17
ASSETS.		
Value of real estate owned by the company.....		\$144,482 76
Loans on mortgages (first liens) on real estate.....		1,065,678 33
Loans secured by pledge of bonds, stocks, or other marketable collaterals.....		1,711 94
Premium notes on policies in force.....		48,807 40
Cash loans to policy holders on this company's policies, assigned as collateral.....		29,700 33
Cash value of bonds and stocks owned by the company.....		105,787 50
Cash in office and in banks.....		134,333 43
Merchandise.....		4,879 00
Interest due and accrued on mortgage loans.....		39,068 25
Interest due and accrued on stocks and bonds.....		300 00
Interest due and accrued on collateral loans.....		1,182 00
Interest due and accrued on premium notes.....		8,716 07
Gross premiums due and unreported on policies in force December 31, 1887.....	\$60,968 55	37,263 11
Gross deferred premiums on policies in force December 31, 1887.....	14,942 03	
Total.....	\$113,173 69	
Deduct loading on above gross amount.....	25,683 16	
		87,490 53
Total admitted assets.....		\$1,672,137 54
LIABILITIES.		
Claims for death losses and matured endowments in process of adjustment.....		\$1,970 00
Net present value of all outstanding policies in force on December 31, 1887, computed according to the American experience table of mortality, with 4½ per cent interest.....		1,399,641 00
Reserve on accident policies in force on December 31, 1887.....		71,525 23
Total liabilities.....		\$1,473,136 23
Surplus as regards policy holders.....		199,001 31
PREMIUM NOTE ACCOUNT.		
Premium notes on hand December 31, 1886.....	\$54,527 88	
Premium notes received during the year.....	34,343 94	
		\$88,871 82
Deductions during the year as follows:		
Premium notes used in the payment of losses and claims.....	\$428 60	
Premium notes used in purchase of surrendered policies.....	4,099 02	
Premium notes used in payment of dividends to policy holders.....	1,034 96	
Premium notes redeemed by maker in cash.....	34,501 84	
		40,064 42
Balance of premium notes at the end of the year.....		\$48,807 40

PACIFIC MUTUAL LIFE INSURANCE COMPANY—Continued.

EXHIBIT OF POLICIES.

CLASSIFICATIONS.	WHOLE LIFE POLICIES.		ENDOWMENT POLICIES.		ALL OTHER POLICIES.		TOTAL NUMBERS AND AMOUNTS.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
Policies and additions in force on December 31, 1886	2,597	\$6,697,900	363	\$833,500	225	\$542,500	3,185	\$8,073,900
New policies issued	418	1,085,860	97	218,930	3	2,400	518	1,307,190
Old policies revived	5	22,500	-----	-----	-----	-----	5	22,500
Old policies increased	-----	-----	-----	24,060	-----	-----	-----	24,060
Additions	-----	7,160	-----	1,099	-----	-----	-----	8,259
Totals	3,020	\$7,813,420	460	\$1,077,589	228	\$544,900	3,708	\$9,435,909
Deduct policies ceased to be in force:								
By death	36	\$103,893	-----	-----	4	\$13,000	40	\$116,893
By maturity	-----	-----	11	\$23,870	-----	-----	11	23,870
By expiry	-----	-----	-----	-----	31	89,000	31	89,000
By surrender	73	220,900	14	27,152	2	9,000	89	257,052
By lapse	140	328,500	36	63,300	4	8,000	180	399,800
By change and decrease	-----	13,500	-----	-----	-----	-----	-----	13,500
Not taken	35	83,000	9	23,000	-----	-----	44	106,000
Total terminated	284	\$749,793	70	\$137,322	41	\$119,000	395	\$1,006,115
Net numbers and am'ts in force at the end of the year	2,736	\$7,063,627	390	\$940,267	187	\$425,900	3,313	\$8,429,794
Policies reinsured	2	\$28,471	-----	-----	-----	-----	2	\$28,471

PACIFIC SURETY COMPANY.

LOCATED AT SAN FRANCISCO—ORGANIZED MAY, 1885.

WALLACE EVERSON, President.

E. F. GREEN, Secretary.

Joint stock capital authorized \$100,000 00
 Joint stock capital paid up in cash 100,000 00

YEAR ENDING DECEMBER 31, 1887.

ASSETS.		
Loans on mortgages (first liens) upon which not more than one year's interest is due		\$96,900 00
Interest due and accrued upon said mortgage loans		2,673 52
Cash in office and in banks		25,201 59
Interest due and accrued on savings bank deposits		675 33
Gross premiums in due course of collection		4,939 49
Total assets		\$130,393 53
LIABILITIES.		
Losses in process of adjustment		\$2,819 23
Gross premiums on guarantee risks, running one year or less, \$16,920 81; unearned premium, 50 per cent	\$8,460 40	
Gross premiums on accident risks, running one year or less, \$10,333 90; unearned premium, 50 per cent	5,166 95	
Cash dividends remaining unpaid		13,627 35
Total liabilities, except capital stock		100 00
Surplus as regards policy holders		\$113,851 95
Capital stock paid up in cash		100,000 00
Surplus over paid up capital and all other liabilities		\$13,851 95

PACIFIC SURETY COMPANY—Continued.

INCOME.		Guarantee.	Accident.	
Net cash received for premiums		\$18,149 89	\$7,423 84	\$25,573 73
Received for interest on mortgage loans				6,793 15
Received for interest from all other sources				1,457 65
Total income				\$33,824 53
EXPENDITURES.		Guarantee.	Accident.	
Paid for losses, including \$3,252 46, losses in previous years		\$1,369 51	\$1,250 29	\$2,619 80
Cash dividends paid stockholders				3,900 00
Paid for commissions and brokerage				3,334 03
Salaries, fees, and all other charges of officers, clerks, agents, and all other employes				6,631 00
Paid for taxes				1,180 91
All other payments and expenditures				5,688 52
Total expenditures				\$23,054 26

RISKS AND PREMIUMS.

	Guarantee Risks.	Premiums thereon.	Accident Risks.	Premiums thereon.
In force on December 31, 1886	\$1,908,532 00	\$15,275 41	\$50,000 00	\$333 40
Written during the year	2,716,890 00	23,119 95	1,424,000 00	10,119 40
Totals	\$4,625,442 00	\$38,395 36	\$1,474,000 00	\$10,452 80
Deduct expirations and cancellations	2,323,132 00	21,474 55	30,500 00	119 90
In force at the end of the year	\$2,302,290 00	\$16,920 81	\$1,443,500 00	\$10,333 90

CALIFORNIA TITLE INSURANCE AND TRUST COMPANY.

LOCATED AT SAN FRANCISCO—ORGANIZED FEBRUARY, 1886.

GEORGE T. MARYE, President.

MILTON B. CLAPP, Secretary.

Joint stock capital paid up in cash

\$250,000 00

YEAR ENDING DECEMBER 31, 1887.

ASSETS.		
Real estate owned by the company		\$14,272 67
Loans on mortgages (first liens) upon which not more than one year's interest is due		112,570 00
Cash in office and in banks		15,204 48
Plant		115,894 18
Total assets		\$257,941 33
INCOME.		
Net cash received for premiums		\$14,027 50
Received for interest on mortgage loans		7,986 46
Received from all other sources		2,394 15
Total income		\$24,408 11
EXPENDITURES.		
Paid for commissions and brokerage		\$442 00
Salaries, fees, and all other charges of officers, clerks, agents, and all other employes		6,256 35
Paid for taxes		2,651 95
All other payments and expenditures		7,837 72
Total expenditures		\$17,188 02

TABLE No. 12.

Summary of Assets, Liabilities, Income, Expenditures, etc., of Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1887—California Companies.

NAME.	Location.	Cash Capital Paid Up.	Assets.	Liabilities, Capital not Included.	Income.	Expenditures.	Losses Incurred during the Year.	Net Surplus.
Anglo-Nevada	San Francisco ..	\$2,000,000 00	\$2,497,833 18	\$513,762 68	\$1,050,773 50	\$806,445 19	\$465,020 25	-----
California	San Francisco ..	600,000 00	1,171,915 43	366,824 46	557,773 26	507,271 61	252,211 26	\$205,090 97
Commercial	San Francisco ..	200,000 00	434,194 75	187,397 80	421,420 24	432,863 70	256,535 80	46,796 95
Fireman's Fund	San Francisco ..	1,000,000 00	2,176,925 18	775,854 06	1,108,729 79	1,036,886 46	583,758 39	401,071 12
Home Mutual	San Francisco ..	300,000 00	816,627 14	238,663 36	354,643 66	338,399 94	136,821 00	277,903 78
Oakland Home	Oakland	200,000 00	365,920 34	136,956 59	257,194 93	235,189 63	107,621 77	28,903 75
Southern California	Los Angeles	200,000 00	291,273 04	78,059 31	139,652 04	116,738 88	46,014 65	13,213 73
State Investment	San Francisco ..	400,000 00	544,219 17	132,632 33	238,889 46	218,440 61	101,227 94	11,386 84
Sun	San Francisco ..	300,000 00	527,676 72	166,287 96	281,642 59	254,723 00	127,389 58	61,388 76
Union	San Francisco ..	750,000 00	1,164,254 43	330,106 38	686,015 57	637,293 98	402,085 81	84,148 05
Totals	-----	\$5,950,000 00	\$9,990,839 38	\$2,924,544 93	\$5,076,735 04	\$4,674,253 00	\$2,479,586 45	\$1,130,223 95

TABLE No. 13.

Showing the various items composing the Assets of Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1887—
California Companies.

NAME.	Location.	Real Estate.	Loans on Bonds and Mortgages.	Stocks and Bonds Owned by the Company.	Loans on Stocks and other Securities as Collateral.	Cash in Office and Banks.
Anglo-Nevada	San Francisco		\$637,500 00	\$1,584,550 00		\$121,403 54
California	San Francisco	\$100,000 00	24,476 67	638,895 50		265,751 49
Commercial	San Francisco	5,030 80	189,592 23	138,037 50		7,982 59
Fireman's Fund	San Francisco	325,531 62	293,750 00	940,452 00	\$212,400 00	159,415 17
Home Mutual	San Francisco	128,600 00	292,936 00	174,680 00	25,500 00	123,058 13
Oakland Home	Oakland	100,000 00	59,519 70	64,000 00		50,712 47
Southern California	Los Angeles	56,050 00	160,986 66			27,376 97
State Investment	San Francisco	150,859 13	218,000 00	65,900 00	2,950 00	22,337 68
Sun	San Francisco	90,000 00	194,400 00	120,784 43		31,984 40
Union	San Francisco	123,559 44	182,800 00	673,260 00	20,000 00	95,448 88
Totals		\$1,079,630 99	\$2,259,961 86	\$4,400,559 43	\$200,850 00	\$905,171 32
NAME.	Location.	Interest Due and Accrued.	Premiums in Course of Collection.	Bills Receivable not Matured, taken for Marine and Inland Risks.	All other Assets.	Total Assets.
Anglo-Nevada	San Francisco	\$27,243 79	\$124,546 98		\$2,588 87	\$2,497,833 18
California	San Francisco	6,333 29	117,985 88	\$18,472 60		1,171,915 43
Commercial	San Francisco	1,132 85	87,071 73	5,647 05		434,194 75
Fireman's Fund	San Francisco	13,364 97	167,150 89	58,314 33	546 20	2,176,325 18
Home Mutual	San Francisco	9,249 45	62,602 96			816,627 14
Oakland Home	Oakland	1,934 69	76,209 58		13,543 90	365,920 34
Southern California	Los Angeles	3,895 22	42,964 19			291,273 04
State Investment	San Francisco	2,015 61	81,739 64		417 11	544,219 17
Sun	San Francisco	7,499 73	56,670 73	21,124 46	5,212 97	527,676 72
Union	San Francisco	950 00	46,768 48	21,467 63		1,164,254 43
Totals		\$73,619 60	\$863,711 06	\$125,026 07	\$22,309 05	\$9,990,839 38

TABLE No. 14.

Showing the various items composing the Liabilities, except Capital Stock, of Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1887—California Companies.

NAME.	Location.	Losses Adjusted.	Losses Unadjusted.	Losses Resisted.	Cash Dividends Remaining Unpaid.	Fire Reinsurance.
Anglo-Nevada	San Francisco	\$16,114 35	\$27,555 62	\$3,400 00	---	\$424,205 05
California	San Francisco	39,089 00	---	5,250 00	---	251,805 14
Commercial	San Francisco	---	12,434 16	---	---	165,242 18
Fireman's Fund	San Francisco	27,907 13	62,092 83	10,109 73	---	592,139 32
Home Mutual	San Francisco	3,010 00	1,200 00	2,900 00	\$1,223 00	230,330 36
Oakland Home	Oakland	9,399 26	7,825 59	---	422 50	108,083 02
Southern California	Los Angeles	---	4,744 83	---	---	65,941 62
State Investment	San Francisco	---	5,007 00	---	1,633 00	123,682 33
Sun	San Francisco	---	22,016 80	---	---	106,498 11
Union	San Francisco	16,347 00	25,964 00	4,000 00	---	240,467 39
Totals	---	\$111,866 74	\$168,840 83	\$25,659 73	\$3,338 50	\$2,308,304 52
NAME.	Location.	Marine Reinsurance.	All other Claims.	Total Liabilities, Capital Stock not Included.	Net Surplus.	
Anglo-Nevada	San Francisco	\$31,105 61	\$11,382 05	\$513,712 68	---	
California	San Francisco	55,789 64	14,890 68	396,824 46	\$205,000 97	
Commercial	San Francisco	6,320 22	3,401 24	187,397 80	46,796 95	
Fireman's Fund	San Francisco	47,234 90	36,370 15	775,854 06	401,071 12	
Home Mutual	San Francisco	---	---	238,043 36	277,963 78	
Oakland Home	Oakland	---	11,226 22	136,956 59	28,963 75	
Southern California	Los Angeles	---	7,372 86	78,059 31	13,213 73	
State Investment	San Francisco	---	2,250 00	132,632 33	11,586 84	
Sun	San Francisco	27,842 44	9,930 61	166,287 96	61,388 76	
Union	San Francisco	33,896 23	9,431 76	330,106 38	84,148 05	
Totals	---	\$202,189 04	\$106,255 57	\$2,926,544 93	\$1,130,223 95	

TABLE No. 15.

Showing the various items composing the Incomes of Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1887.—California Companies.

NAME.	Location.	Fire Premiums.	Marine and Inland Premiums.	Interest on Bonds and Mortgages.	Interest and Dividends from other sources.	Rents.	From all other sources.	Total Income.
Anglo-Nevada	San Francisco	\$840,180 49	\$114,523 81	\$12,327 37	\$83,741 83	\$2,600 00		\$1,050,773 50
California	San Francisco	411,231 15	97,241 98		40,670 38		\$6,029 75	557,773 26
Commercial	San Francisco	374,871 99	24,199 48	15,249 66	7,099 11			421,420 24
Fireman's Fund	San Francisco	885,396 10	132,853 22	28,090 60	41,726 50	20,663 37		1,108,729 79
Home Mutual	San Francisco	320,146 82			31,569 79	2,927 05		354,643 66
Oakland Home	Oakland	242,026 67		7,348 66	2,250 00	5,569 60		257,194 93
Southern California	Los Angeles	122,256 66		16,795 38		600 00		139,652 04
State Investment	San Francisco	213,294 89		12,053 90	2,489 67	11,049 00		238,889 46
Sun	San Francisco	170,059 30	82,707 08	15,860 42	6,010 41	6,325 00	680 38	281,642 59
Union	San Francisco	515,725 17	98,512 56	11,428 80	31,984 04	8,365 00		666,015 57
Totals		\$4,095,189 24	\$550,038 13	\$119,156 79	\$247,541 73	\$58,099 02	\$6,710 13	\$5,076,735 04

TABLE No. 16.

Showing the various items composing the Expenditures of Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1887—California Companies.

NAME.	Location.	Fire Losses.	Marine Losses.	Dividends.	Commissions and Brokerage.	Office Salaries.	State and Local Taxes.	All other Expenditures.	Total Expenditures.
Anglo-Nevada	San Francisco	\$371,980 50	\$71,314 86	\$90,000 00	\$205,874 68	\$53,381 15	\$8,369 60	\$65,524 40	\$836,445 19
California	San Francisco	199,718 58	49,832 22	72,000 00	87,240 46	37,041 46	10,905 96	50,532 93	507,271 61
Commercial	San Francisco	255,462 31	9,392 42	24,000 00	78,204 58	29,695 85	7,564 36	28,544 18	432,863 70
Fireman's Fund	San Francisco	485,094 51	69,711 56	120,000 00	142,560 79	101,923 92	15,295 50	102,300 18	1,036,886 46
Home Mutual	San Francisco	134,260 63	---	36,000 00	78,435 36	40,085 00	6,329 27	43,289 68	338,399 94
Oakland Home	Oakland	107,986 99	---	12,000 00	45,538 30	28,202 80	4,679 43	36,782 11	235,189 63
Southern California	Los Angeles	42,766 44	---	2,000 00	25,174 47	10,572 50	2,402 74	33,822 73	116,738 88
State Investment	San Francisco	107,541 31	---	18,617 00	38,481 73	25,701 60	2,756 55	25,342 42	218,440 61
Sun	San Francisco	99,668 49	33,699 27	30,000 00	41,511 96	23,864 28	1,913 61	24,065 39	254,723 00
Union	San Francisco	332,177 85	53,496 76	60,030 00	139,262 80	38,334 15	12,824 89	31,167 53	667,293 98
Totals	-----	\$2,136,657 61	\$287,447 09	\$464,647 00	\$882,285 13	\$388,802 71	\$73,041 91	\$441,371 55	\$4,674,253 00

TABLE No. 17.

Showing amount of Risks Written, Premiums Received, and amount of Risks in Force, on the thirty-first day of December, 1887, with Premiums thereon, of Fire and Marine Insurance Companies doing business in California—California Companies.

NAME.	Location.	RISKS WRITTEN DURING THE YEAR.				Total Premiums.
		Fire.	Premiums.	Marine.	Premiums.	
Anglo-Nevada	San Francisco	\$84,301,805 00	\$1,182,556 30	\$22,075,712 00	\$215,898 43	\$1,398,454 73
California	San Francisco	37,617,122 00	506,859 52	8,734,988 00	222,939 13	729,798 65
Commercial	San Francisco	28,344,761 00	452,088 09	2,505,903 00	33,206 20	485,294 29
Fireman's Fund	San Francisco	84,822,727 00	1,178,589 61	17,725,598 00	288,421 26	1,467,010 87
Home Mutual	San Francisco	22,283,151 00	394,975 78	---	---	394,975 78
Oakland Home	Oakland	20,186,760 00	333,050 84	---	---	333,050 84
Southern California	Los Angeles	10,206,890 00	173,592 37	---	---	173,592 37
State Investment	San Francisco	14,745,881 00	294,110 35	---	---	294,110 35
Sun	San Francisco	17,426,435 00	243,253 20	3,878,186 00	116,826 34	360,079 54
Union	San Francisco	46,865,219 00	595,661 44	10,267,668 00	151,672 94	747,334 38
Totals	---	\$306,860,751 00	\$5,324,737 50	\$65,188,055 00	\$1,028,964 30	\$6,353,701 80
NAME.	Location.	RISKS IN FORCE DECEMBER 31, 1887.				Total Premiums.
		Fire.	Premiums.	Marine.	Premiums.	
Anglo-Nevada	San Francisco	\$53,723,205 00	\$783,198 73	\$1,837,035 00	\$32,802 73	\$816,001 46
California	San Francisco	34,251,243 00	488,401 56	1,924,851 00	96,352 50	584,754 06
Commercial	San Francisco	22,041,196 00	320,291 37	167,175 00	12,254 47	332,545 84
Fireman's Fund	San Francisco	83,768,882 00	1,127,067 96	1,306,970 00	85,737 57	1,212,805 53
Home Mutual	San Francisco	25,177,810 00	445,778 90	---	---	445,778 90
Oakland Home	Oakland	12,467,495 00	209,053 13	---	---	209,053 13
Southern California	Los Angeles	7,818,278 00	127,858 70	---	---	127,858 70
State Investment	San Francisco	14,060,677 00	246,180 93	---	---	246,180 93
Sun	San Francisco	14,208,065 00	205,867 62	796,478 00	54,129 28	250,996 90
Union	San Francisco	38,693,553 00	400,313 95	1,257,250 00	59,481 32	519,795 27
Totals	---	\$306,210,404 00	\$4,414,021 85	\$7,289,759 00	\$340,757 87	\$4,754,779 72

TABLE No. 18.

Summary of Assets, Liabilities, Income, Expenditures, etc., and amount of Surplus over Capital Stock, of Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1887—Companies of other States.

NAME.	Location.	Cash Capital Paid Up.	Assets.	Liabilities, Capital not Included.	Income.
Etna	Hartford	\$4,000,000 00	\$9,528,388 97	\$2,192,961 01	\$3,040,165 58
Agricultural	Watertown, N. Y.	500,000 00	1,932,574 59	1,179,421 74	876,285 13
Amazon	Cincinnati	300,000 00	591,136 07	195,236 71	255,046 44
American	Newark	600,000 00	1,911,887 01	385,780 70	489,343 13
American Central	St. Louis	600,000 00	1,220,497 77	455,148 48	608,879 38
American Fire	Philadelphia	500,000 00	2,401,956 11	1,490,378 83	1,482,845 49
American Fire	New York	400,000 00	1,287,712 05	276,917 80	409,869 36
Boylston	Boston	557,200 00	903,878 10	222,026 34	302,029 43
Citizens	St. Louis	200,000 00	439,323 53	49,335 45	97,704 98
Citizens	New York	300,000 00	1,107,240 02	486,894 39	659,448 38
Citizens	Cincinnati	200,000 00	307,492 92	82,069 08	119,615 83
Concordia Fire	Milwaukee	200,000 00	538,844 15	286,417 40	376,156 70
Connecticut Fire	Hartford	1,000,000 00	2,163,907 32	768,352 00	1,101,322 82
Continental	New York	1,000,000 00	4,875,623 03	2,934,625 42	2,642,350 28
Eliot	Boston	200,000 00	390,794 54	120,254 36	168,310 95
Farragut Fire	New York	200,000 00	416,096 16	126,598 31	176,096 15
Fire Association of Philadelphia	Philadelphia	500,000 00	4,512,782 29	3,183,249 71	1,851,240 39
Firemen's	Baltimore	378,000 00	580,842 72	89,204 76	142,782 44
Firemen's	Newark	600,000 00	1,688,741 76	225,088 04	394,024 53
Franklin Fire	Philadelphia	400,000 00	3,181,248 55	1,817,862 32	644,126 09
German	Freeport, Ill.	200,000 00	2,187,172 68	1,710,522 42	1,439,913 07
German-American	New York	1,000,000 00	5,286,248 88	2,174,111 36	2,568,864 13
Germania Fire	New York	1,000,000 00	2,673,662 64	1,001,520 49	1,319,737 48
Girard Fire and Marine	Philadelphia	200,000 00	1,418,904 29	508,400 33	419,770 45
Glen's Falls	Glen's Falls, N. Y.	200,000 00	1,576,965 49	560,462 70	570,762 37
Granite State Fire	Portsmouth, N. H.	200,000 00	401,586 37	188,766 72	251,841 70
Hanover Fire	New York	1,000,000 00	2,479,654 48	1,050,726 06	1,364,425 00
Hartford Fire	Hartford	1,250,000 00	5,288,603 97	2,102,344 16	2,083,421 85
Hone	New York	3,000,000 00	8,061,182 61	3,685,491 86	4,058,121 10
Howard	New York	400,000 00	739,020 30	339,112 31	506,011 59
Insurance Company of Dakota	Sioux Falls	200,000 00	433,179 00	181,843 83	195,328 91
Insurance Company of North America	Philadelphia	3,000,000 00	8,318,879 12	3,032,100 03	3,795,498 74
Insurance Company of the State of Pennsylvania	Philadelphia	200,000 00	647,578 48	291,968 22	282,159 04
Liberty	New York	1,000,000 00	1,199,532 68	181,351 31	273,671 87

Mechanics and Traders	New Orleans	375,000 00	619,633 78	122,383 53	220,101 12
Merchants	Newark	400,000 00	1,312,031 18	444,781 93	617,918 80
Merchants	New York	200,000 00	375,143 23	124,050 58	183,529 07
Michigan Fire and Marine	Detroit	*200,000 00	362,547 37	119,338 32	203,398 32
National Fire	New York	200,000 00	398,297 22	136,242 09	229,729 85
New Hampshire Fire	Hartford	1,000,000 00	2,006,857 84	455,145 16	668,851 71
New York	Manchester	500,000 00	1,239,088 39	504,344 36	705,768 98
North American	New York	500,000 00	2,237,197 35	1,401,553 31	1,647,029 76
Oregon Fire and Marine	Boston	200,000 00	355,459 59	94,843 27	125,136 99
Orient	Portland	220,100 00	356,678 05	43,016 82	87,513 51
Pacific Fire	Hartford	1,000,000 00	1,667,692 42	524,566 56	736,052 19
Pennsylvania Fire	New York	200,000 00	728,628 53	192,198 32	244,810 31
People's Fire	Philadelphia	400,000 00	2,890,897 34	1,207,918 07	1,084,084 11
Phoenix	Manchester, N. H.	250,000 00	496,331 35	239,793 06	367,535 26
Prescott	Brooklyn	1,000,000 00	5,457,521 42	4,347,683 35	4,947,913 96
Providence-Washington	Hartford	2,000,000 00	4,778,469 13	1,766,778 76	2,478,802 14
Security	Boston	200,000 00	424,771 65	182,092 68	240,500 06
Southern	Providence, R. I.	400,000 00	1,116,858 70	577,937 52	866,794 51
Springfield Fire and Marine	New Haven	250,000 00	638,872 27	300,441 11	439,129 80
St. Paul	New Orleans	300,000 00	437,684 14	117,595 83	322,123 65
Sun Mutual	Springfield, Mass.	1,250,000 00	3,099,903 98	1,375,917 86	1,697,506 98
Teutonia	St. Paul, Minn.	500,000 00	1,541,060 88	705,485 75	1,070,473 24
Traders	New Orleans	498,400 00	993,490 99	258,357 11	411,419 52
Union	Chicago	250,000 00	413,647 12	73,678 92	173,428 69
United States Fire	Philadelphia	500,000 00	1,380,334 58	444,862 27	630,369 61
Westchester Fire	New York	450,000 00	796,541 85	334,164 18	478,783 70
Williamsburg City Fire	New York	250,000 00	627,294 67	130,822 44	168,767 91
	New York	300,000 00	1,343,586 65	760,881 69	880,186 39
	Brooklyn	250,000 00	1,285,578 31	451,307 95	606,488 69
Totals		\$39,628,700 00	\$120,000,241 13	\$51,035,442 20	\$58,102,719 61

* Increased to \$400,000.

TABLE No. 18—Continued.

NAME.	Location.	Expenditures.	Losses Incurred during the Year.	Net Surplus.
Ætna	Hartford	\$2,991,385 67	\$1,449,941 03	\$3,335,427 94
Agricultural	Watertown, N. Y.	818,814 74	407,352 06	253,152 85
Amazon	Cincinnati	260,680 54	172,968 61	85,893 34
American	Newark	421,063 54	199,746 50	926,106 31
American Central	St. Louis	617,300 86	357,682 06	174,349 29
American Fire	Philadelphia	1,415,773 01	916,163 80	411,577 28
American Fire	New York	412,108 87	205,457 74	616,794 25
Boylston	Boston	306,081 55	184,348 29	140,651 76
Citizens	St. Louis	94,301 53	51,411 00	189,988 08
Citizens	New York	662,628 60	360,243 60	320,343 63
Citizens	Cincinnati	119,596 79	85,531 83	24,823 24
Concordia Fire	Milwaukee	358,414 66	227,839 05	52,426 75
Connecticut Fire	Hartford	1,072,037 97	654,769 47	395,554 72
Continental	New York	2,739,784 82	1,441,924 80	920,997 61
Elmer	Boston	181,825 05	99,544 75	70,540 18
Farragut Fire	New York	195,400 86	107,719 36	89,497 85
Fire Association of Philadelphia	Philadelphia	1,755,878 01	1,098,436 17	829,532 58
Firemen's	Baltimore	139,798 20	75,369 66	115,535 48
Firemen's	Newark	368,200 52	187,483 20	893,653 72
Franklin Fire	Philadelphia	600,614 66	253,409 56	93,386 23
German	Freeport, Ill.	1,322,554 20	750,313 55	276,050 26
German-American	New York	2,341,879 84	1,410,084 80	2,112,137 52
Germania Fire	New York	1,121,399 61	577,348 38	672,142 15
Girard Fire and Marine	Philadelphia	366,668 58	140,137 49	610,443 96
Glen's Falls	Glen's Falls, N. Y.	512,566 64	319,928 41	816,502 79
Granite State Fire	Portsmouth, N. H.	238,077 72	160,507 08	12,819 65
Hanover Fire	New York	1,389,742 03	789,043 96	428,928 42
Hartford Fire	Hartford	2,400,018 15	1,339,810 96	1,936,259 81
Home	New York	3,757,258 94	2,138,564 23	1,375,690 75
Howard	New York	503,564 04	328,975 83	
Insurance Company of Dakota	Sioux Falls	172,675 65	73,921 67	51,335 17
Insurance Company of North America	Philadelphia	3,691,481 78	2,228,919 87	2,286,779 09
Insurance Company of the State of Pennsylvania	Philadelphia	253,286 86	157,797 33	155,610 26
Liberty	New York	156,199 23	77,304 34	18,181 37
Mechanics and Traders	New Orleans	243,799 09	143,086 77	122,247 25
Merchants	Newark	563,034 49	330,782 68	467,249 25
Merchants	New York	250,368 52	161,177 76	51,092 65
Michigan Fire and Marine	Detroit	210,344 83	131,086 78	43,208 50

National Fire	New York	223,832 29	120,238 08	62,055 13
National Fire	Hartford	604,564 62	342,906 99	551,712 18
New Hampshire Fire	Manchester	607,288 19	349,467 04	264,744 03
Niagara Fire	New York	1,612,391 72	930,425 29	335,644 04
North American	Boston	116,075 31	57,481 50	60,616 32
Oregon Fire and Marine	Portland	73,021 60	34,804 74	93,561 23
Orient	Hartford	706,343 41	420,120 93	143,125 86
Pacific Fire	New York	271,059 58	164,473 93	336,430 21
Pennsylvania Fire	Philadelphia	926,651 47	572,654 70	1,282,929 27
People's Fire	Manchester, N. H.	305,917 17	187,774 49	6,541 29
Phoenix	Brooklyn	5,649,779 93	3,948,989 26	109,838 07
Phoenix	Hartford	2,345,676 35	1,323,592 98	1,011,630 37
Prescott	Boston	234,021 87	148,448 68	42,678 97
Providence-Washington	Providence, R. I.	804,553 84	539,164 42	138,321 18
Security	New Haven	387,671 55	243,790 21	88,431 16
Southern	New Orleans	285,413 57	184,038 18	20,088 31
Springfield Fire and Marine	Springfield, Mass.	1,580,818 68	950,080 34	473,986 12
St. Paul	St. Paul, Minn.	1,019,116 23	687,939 97	335,575 13
Sun Mutual	New Orleans	432,250 59	308,889 37	206,733 88
Teutonia	New Orleans	148,953 12	92,685 41	89,938 20
Traders	Chicago	613,656 42	404,171 26	435,472 31
Union	Philadelphia	534,230 77	498,902 25	12,377 67
United States Fire	New York	164,657 11	63,355 85	246,472 23
Westchester Fire	New York	830,444 95	498,957 85	282,704 96
Williamsburg City Fire	Brooklyn	556,521 89	270,208 11	584,270 36
Totals		\$56,100,722 88	\$33,140,377 49	\$28,398,088 46

TABLE No. 19.

Showing the various items composing the Assets of Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1887—Companies of other States.

NAME.	Location.	Real Estate.	Loans on Bonds and Mortgages.	Stock and Bonds Owned by the Company.	Loans on Stocks and other collateral securities.	Cash in office and in Banks.
Alma	Hartford	\$355,000 00	\$45,145 00	\$7,889,292 00	\$8,270 00	\$901,764 18
Agricultural	Watertown, N. Y.	155,835 44	1,021,632 58	390,916 00	59,520 00	194,953 85
Amazon	Cincinnati	91,500 00	32,265 90	194,996 00	171,712 50	27,846 23
American	Newark	356,764 36	920,726 75	533,375 00	---	52,584 43
American Central	St. Louis	285,982 44	894,539 50	717,000 00	90,000 00	53,838 45
American Fire	Philadelphia	232,695 13	55,220 00	1,028,497 28	84,940 00	102,345 79
American Fire	New York	---	173,000 00	1,011,178 00	114,280 00	69,785 01
Boylston	Boston	---	31,500 00	516,584 00	101,000 00	74,750 33
Citizens	St. Louis	10,585 00	88,400 00	257,035 00	125,000 00	6,513 49
Citizens	New York	103,900 00	---	557,165 00	225,150 00	40,506 98
Citizens	Cincinnati	---	328,320 00	270,959 00	---	11,159 65
Concordia Fire	Milwaukee	---	635,100 00	147,325 00	---	20,721 24
Connecticut Fire	Hartford	83,950 00	183,600 00	1,209,776 00	6,175 00	79,636 85
Continental	New York	693,500 00	---	3,293,223 00	140,000 00	211,079 38
Eliot	Boston	---	85,600 00	263,975 00	---	11,828 87
Farragut Fire	New York	6,000 00	22,000 00	341,188 50	6,350 00	18,164 79
Fire Association of Philadelphia	Philadelphia	57,700 00	1,294,414 84	2,661,469 50	157,650 00	177,072 30
Firemen's	Baltimore	146,875 00	---	392,959 78	34,387 50	18,280 60
Firemen's	Newark	128,002 59	851,775 05	650,080 00	530 00	40,083 50
Franklin Fire	Philadelphia	334,850 00	772,431 34	1,068,341 00	775,300 00	167,054 30
German	Freeport, Ill.	15,000 00	1,051,341 27	233,855 00	63,223 67	181,487 81
German-American	New York	---	---	4,857,840 00	---	268,948 55
Germania Fire	New York	580,000 00	94,500 00	1,808,440 00	3,500 00	52,858 44
Girard Fire and Marine	Philadelphia	346,000 00	607,466 66	281,527 50	6,400 00	114,357 18
Glen's Falls	Glen's Falls, N. Y.	13,175 00	511,329 84	863,075 00	---	149,370 47
Granite State Fire	Portsmouth, N. H.	---	106,600 00	201,266 78	---	20,314 46
Hanover Fire	New York	633,075 60	88,000 00	2,174,851 40	1,000 00	77,137 63
Hartford Fire	Hartford	1,349,967 59	1,140,500 00	2,426,777 00	70,000 00	588,869 56
Home	New York	155,000 00	621,300 00	4,914,467 50	605,750 00	189,913 06
Howard	New York	---	5,200 00	516,445 00	---	17,306 10
Insurance Company of Dakota	Sioux Falls	70,000 00	56,355 00	108,857 71	10,225 00	43,170 91
Insurance Company of North America	Philadelphia	300,698 02	2,077,414 97	4,536,430 00	146,400 00	635,648 35
Insurance Company of the State of Pennsylvania	Philadelphia	165,506 21	126,550 00	296,630 00	---	17,464 38

Liberty	New York	945,000 00	2,500 00	200,035 14
Mechanics and Traders	New Orleans	515,120 00	2,500 00	7,005 63
Merchants	Newark	623,898 75	21,000 00	23,052 75
Michigan Fire and Marine	New York	231,106 25	2,500 00	21,459 54
National Fire	Detroit	29,525 00		30,552 12
National Fire	New York	271,420 00	30,000 00	31,637 66
New Hampshire Fire	Hartford	1,137,628 00	5,700 00	145,458 65
Niagara Fire	Manchester	890,120 00	47,850 00	43,225 06
North American	New York	1,306,024 80	40,150 00	157,683 99
Oregon Fire and Marine	Boston	238,386 25	21,800 00	27,814 33
Orient	Portland	171,100 00		29,231 16
Pacific Fire	Hartford	1,113,687 81	75,540 00	65,558 53
Pennsylvania Fire	New York	483,797 50	800 00	14,598 71
People's Fire	Philadelphia	1,806,574 50	375,300 00	83,919 49
Phoenix	Manchester, N. H.	236,735 00	21,196 30	38,860 90
Phoenix	Brooklyn	1,912,032 50	3,350 00	634,145 03
Prescott	Hartford	3,300,631 00	32,570 00	157,939 59
Providence-Washington	Boston	372,944 62		16,337 31
Security	Providence, R. I.	899,055 00		52,762 89
Southern	New Haven	316,590 00	31,592 50	55,841 76
Springfield Fire and Marine	New Orleans	291,517 75	29,504 98	69,873 17
St. Paul	Springfield, Mass.	2,380,306 00	25,900 00	82,291 03
Sun Mutual	St. Paul	497,267 02	343,921 44	96,005 61
Teutonia	New Orleans	548,294 20	87,904 71	76,672 21
Traders	New Orleans	180,854 75	45,773 03	51,939 02
Union	Chicago	1,120,760 00		64,215 38
United States Fire	Philadelphia	407,999 75	953 63	26,324 88
Westchester Fire	New York	272,335 00		6,895 34
Williamsburg City Fire	New York	814,500 00	3,900 00	94,253 78
	Brooklyn	378,854 80	950 00	20,488 63
Totals		\$70,254,855 76	\$4,257,470 26	\$7,083,195 01

TABLE No. 19—Continued.

NAME.	Location.	Interest Due and Accrued.	Premiums in Collection.	Bills Receivable, not Matured, taken for Marine and Inland Risks.	All other Assets.	Total Assets.
Ætna	Hartford	\$1,439 37	\$377,478 42	\$16,441 22	—	\$9,528,888 97
Agricultural	Watertown, N. Y.	30,416 22	62,359 28	—	\$500 00	1,932,574 39
Amazon	Cincinnati	1,147 77	38,903 52	1,098 31	1,676 84	561,136 07
American	Newark	22,214 06	21,926 11	—	4,296 30	1,911,887 01
American Central	St. Louis	—	82,676 88	—	—	1,229,497 77
American Fire	Philadelphia	15,395 62	35,154 49	—	8,428 30	2,401,956 11
American Fire	New York	2,298 32	35,010 72	—	—	1,287,712 05
Boylston	Boston	5,113 32	23,076 72	15,753 73	—	909,878 10
Citizens	St. Louis	602 50	8,087 54	—	—	439,323 53
Citizens	New York	5,716 02	79,882 01	—	830 01	1,107,340 02
Citizens	Cincinnati	—	25,374 27	—	—	307,492 92
Concordia Fire	Milwaukee	5,807 58	36,670 33	—	—	538,844 15
Connecticut Fire	Hartford	—	89,269 47	—	—	2,163,907 32
Continental	New York	34,462 87	177,252 85	135,621 90	6,822 83	4,875,623 03
Eliot	Boston	3,502 42	25,480 21	—	408 04	390,794 54
Farragut Fire	New York	329 47	22,027 40	—	36 00	416,096 16
Fire Association of Philadelphia	Philadelphia	33,044 50	130,873 15	—	558 00	4,512,782 29
Firemen's	Baltimore	7,098 39	9,420 40	—	1,821 05	580,842 72
Franklin Fire	Newark	13,440 87	4,059 75	—	750 00	1,688,741 76
German	Philadelphia	14,009 53	49,262 38	—	—	3,181,248 55
German-American	Freeport, Ill.	52,055 40	108,019 41	482,190 12	—	2,187,172 68
Germania Fire	New York	1,022 50	158,437 83	—	—	5,286,248 88
Girard Fire and Marine	New York	2,821 33	129,380 40	—	2,162 47	2,073,662 64
Glen's Falls	Philadelphia	11,296 42	48,619 19	—	3,327 34	1,418,904 29
Granite State Fire	Glen's Falls, N. Y.	4,295 65	33,466 53	128 00	2,125 00	1,576,965 49
Hanover Fire	Portsmouth, N. H.	6,657 39	68,747 74	—	—	401,586 37
Hartford Fire	New York	8,230 33	130,375 72	—	—	2,479,654 48
Home	Hartford	29,824 89	380,447 62	—	19,079 30	5,288,603 97
Howard	New York	38,251 57	243,254 62	98,278 27	—	8,061,182 61
Insurance Company of Dakota	New York	382 83	44,019 70	—	666 67	739,020 30
Insurance Company of North America	Sioux Falls	1,800 00	30,038 80	—	106,731 58	483,179 00
Insurance Company of the State of Pennsylvania	Philadelphia	24,773 68	410,345 97	107,168 13	—	8,318,879 12
	Philadelphia	3,176 58	25,682 95	2,909 90	9,598 46	647,578 48

Liberty	New York	54,497 54	2,511 49	1,199,532 68
Mechanics and Traders	New Orleans	32,379 26		619,603 78
Merchants	Newark	67,041 58	287 00	1,312,031 18
Merchants	New York	15,108 70		375,143 23
Michigan Fire and Marine	Detroit	17,069 59		362,547 37
National Fire	New York	21,770 12		398,297 22
National Fire	Hartford	61,500 00		2,006,857 34
New Hampshire Fire	Manchester	51,331 47		1,269,088 39
Niagara Fire	New York	158,841 83	13,709 63	2,237,197 35
North American	Boston	15,640 37	4,192 78	355,459 59
Oregon Fire and Marine	Portland	15,328 18		356,678 05
Orient	Hartford	121,412 90	383 00	1,667,692 42
Pacific Fire	New York	25,247 92		728,628 53
Pennsylvania Fire	Philadelphia	112,786 07	658 30	2,890,897 34
People's Fire	Manchester, N. H.	50,336 05		496,334 35
Phoenix	Brooklyn	927,250 58	3,312 79	5,487,521 42
Phoenix	Hartford	224,604 09	1,215 30	4,778,469 13
Prescott	Boston	26,579 04	6,452 36	424,771 65
Providence-Washington	Providence, R. I.	99,908 96	836 72	1,116,858 70
Security	New Haven	69,591 35		638,872 27
Southern	New Orleans	45,513 24	150 00	437,684 14
Springfield Fire and Marine	Springfield, Mass.	185,500 00	22,738 98	3,099,903 98
St. Paul	St. Paul	93,280 01	27,404 38	1,541,060 88
Sun Mutual	New Orleans	113,377 49	6,676 47	963,490 99
Teutonia	New Orleans	26,105 32	4,391 45	413,647 12
Traders	Chicago	43,226 42		1,380,334 58
Union	Philadelphia	125,524 86	713 50	796,541 85
United States Fire	New York	20,105 19		627,294 67
Westchester Fire	New York	99,705 54	158 98	1,313,586 65
Williamsburg City Fire	Brooklyn	57,686 53	8,822 21	1,285,578 31
Totals		\$6,127,992 58	\$1,072,589 41	\$120,000,241 13
		\$584,489 68		

TABLE NO. 20.

Showing the various items composing the Liabilities, except Capital Stock, of Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1887—Companies of other States.

NAME.	Location.	Losses Adjusted.	Losses Unadjusted.	Losses Reinstated.	Cash Dividends.	Fire Reinsurance.
Ætna.....	Hartford.....	\$32,459 20	\$202,079 54	\$15,443 00	---	\$1,856,196 74
Agricultural.....	Watertown, N. Y.....	17,811 27	19,802 75	7,500 00	\$130 00	1,134,177 72
Amazon.....	Cincinnati.....	24,109 42	13,575 00	2,750 00	759 90	153,463 92
American.....	Newark.....	10,905 55	11,220 05	7,500 00	4,637 70	341,573 72
American Central.....	St. Louis.....	17,433 40	27,430 00	10,830 25	---	387,023 30
American Fire.....	Philadelphia.....	46,911 04	107,971 60	26,523 25	75 00	1,306,137 94
American Fire.....	New York.....	31,690 97	---	---	---	229,250 70
Boylston.....	Boston.....	---	48,330 00	---	---	160,844 64
Citizens.....	St. Louis.....	2,643 00	6,431 00	---	144 00	38,580 00
Citizens.....	New York.....	29,342 54	18,179 72	3,089 39	228 30	419,694 47
Citizens.....	Cincinnati.....	8,279 56	12,150 31	---	---	53,024 64
Concordia Fire.....	Milwaukee.....	4,988 22	20,200 00	500 00	---	260,729 18
Connecticut Fire.....	Hartford.....	---	85,546 59	16,917 73	---	665,888 28
Continental.....	New York.....	---	260,331 75	36,933 00	870 10	2,585,904 05
Elliot.....	Boston.....	---	20,361 00	---	125 00	96,743 35
Farragut Fire.....	New York.....	5,127 32	10,855 03	---	---	106,259 82
Fire Association of Philadelphia.....	Philadelphia.....	132,892 88	65,168 43	39,111 93	---	2,946,076 47
Firemen's.....	Baltimore.....	1,744 45	6,989 08	7,308 00	603 71	69,622 56
Firemen's.....	Newark.....	6,087 64	12,961 06	---	---	202,829 69
Franklin Fire.....	Philadelphia.....	10,088 34	11,490 00	4,374 00	327 50	1,783,596 12
German.....	Freeport, Ill.....	47,404 18	51,799 00	5,000 00	---	1,570,292 43
German-American.....	New York.....	53,808 14	168,058 22	28,830 24	---	1,909,373 79
Germania Fire.....	New York.....	34,340 53	34,340 53	27,959 17	---	908,053 29
Girard Fire and Marine.....	Philadelphia.....	31,167 50	23,897 37	700 00	---	468,195 04
Glen's Falls.....	Glen's Falls, N. Y.....	---	17,379 94	5,473 34	---	508,892 03
Granite State Fire.....	Portsmouth, N. H.....	23,529 35	17,379 94	---	---	160,979 40
Hanover Fire.....	New York.....	11,164 81	6,510 00	22,394 54	---	914,088 62
Hartford Fire.....	New York.....	66,497 43	45,443 84	32,122 65	---	1,872,797 04
Home.....	Hartford.....	66,534 39	66,390 08	39,139 76	310 00	3,274,761 00
Howard.....	New York.....	103,738 62	228,316 57	3,900 00	---	283,439 44
Insurance Company of Dakota.....	New York.....	4,161 25	40,560 17	3,900 00	---	172,171 83
Insurance Company of North America.....	Stout Falls.....	2,001 00	2,001 00	3,569 75	---	2,509,152 05
Insurance Company of the State of Pennsylvania.....	Philadelphia.....	92,750 99	253,424 81	42,901 18	---	257,325 22
Liberty.....	Philadelphia.....	32,278 00	---	---	---	140,296 83
	New York.....	---	21,657 80	---	---	---

Mechanics and Traders.....	New Orleans.....	10,109 27	9,665 84	2,224 35	21,650 00	78,737 07
Merchants.....	Newark.....	19,357 87	22,011 20	10,565 80	150 00	369,794 90
Merchants.....	New York.....		21,184 34	500 00		97,610 80
Michigan Fire and Marine.....	Detroit.....	6,670 21	3,870 00			108,798 66
National Fire.....	New York.....	7,487 01	13,055 00			114,617 35
National Fire.....	Hartford.....	31,264 08	37,855 00	6,667 70		374,858 38
New Hampshire Fire.....	Manchester.....	27,245 92	47,123 21			419,708 94
Niagara Fire.....	New York.....	175,896 70		17,063 33	786 00	1,182,807 28
North American.....	Boston.....	976 99	6,284 13			82,052 09
Oregon Fire and Marine.....	Portland.....		3,640 00			37,305 07
Orient.....	Hartford.....	60,970 54		5,250 00		432,029 36
Pacific Fire.....	New York.....	7,550 00	17,300 00	2,100 00		158,936 34
Pennsylvania Fire.....	Philadelphia.....	87,859 10				1,117,429 84
People's Fire.....	Manchester, N. H.....	19,290 03	6,692 00			204,818 44
Phoenix.....	Brooklyn.....		536,259 47	25,965 00		3,610,600 64
Phoenix.....	Hartford.....	181,843 52		14,208 87		1,570,736 37
Prescott.....	Boston.....	19,710 57	12,475 00			145,380 06
Providence-Washington.....	Providence, R. I.....	5,025 69	101,305 02	21,823 00		374,122 76
Security.....	New Haven.....	7,983 15	14,037 96	700 00		204,561 45
Southern.....	New Orleans.....	31,000 00			1,189 06	83,897 75
Springfield Fire and Marine.....	Springfield, Mass.....	76,775 83	82,960 27	12,289 22		1,176,067 54
Saint Paul.....	St. Paul, Minn.....	38,489 97	48,295 67	4,220 00		565,727 19
Sun Mutual.....	New Orleans.....	95,876 00			17,417 50	143,105 00
Teutonia.....	New Orleans.....	5,379 12			665 00	61,134 80
Traders.....	Chicago.....	18,356 39	43,538 21	3,000 00		339,424 95
Union.....	Philadelphia.....	23,759 43	15,142 03	11,900 00	2,721 77	224,650 43
United States Fire.....	New York.....	1,988 30	3,090 00		208 00	78,880 44
Westchester Fire.....	New York.....	26,974 29	35,199 10			663,257 20
Williamsburg City Fire.....	Brooklyn.....	3,411 81	11,321 99	11,850 00	160 00	406,109 71
Totals.....		\$1,907,731 25	\$3,049,788 68	\$552,193 45	\$53,188 54	\$44,171,556 14

TABLE No. 20—Continued.

NAME.	Location.	Marine Reinsurance.	All other Claims.	Total Liabilities, Capital not Included.	Net Surplus.
Ætna	Hartford	\$19,260 16	\$86,922 37	\$2,192,961 01	\$3,335,427 96
Agricultural	Watertown, N. Y.			1,179,421 74	253,152 85
Amazon	Cincinnati		578 47	195,236 71	65,866 36
American	Newark		9,913 68	385,786 70	926,106 31
American Central	St. Louis		12,401 53	455,148 48	174,349 29
American Fire	Philadelphia		2,760 00	1,490,378 83	411,377 28
American Fire	New York		18,976 13	276,917 80	610,764 25
Boylston	Boston		3,111 15	222,026 34	130,631 76
Citizens	St. Louis	9,740 55	1,567 45	49,335 45	180,988 08
Citizens	New York		16,359 97	486,894 39	320,345 63
Citizens	Cincinnati		9,215 17	82,069 68	24,823 24
Concordia Fire	Milwaukee			286,417 40	52,426 75
Connecticut Fire	Hartford			768,352 60	365,554 72
Continental	New York		70,586 52	2,464,625 42	920,597 61
Eliot	Boston		3,025 00	120,254 36	70,540 18
Farragut Fire	New York		4,356 14	126,598 31	89,497 85
Fire Association of Philadelphia	Philadelphia			3,183,249 71	829,532 58
Firemen's	Baltimore		2,876 96	89,204 76	115,535 48
Firemen's	Newark		2,609 65	225,088 04	863,653 72
Franklin Fire	Philadelphia		7,386 36	1,817,862 32	963,386 23
German	Freeport, Ill.		35,966 81	1,710,522 42	276,650 93
German-American	New York		14,040 97	2,174,111 36	2,112,137 52
Germania Fire	New York			1,001,520 49	67,2142 15
Girard Fire and Marine	New York			508,460 33	610,443 96
Glen's Falls	Glen's Falls, N. Y.		15,067 92	560,462 70	816,502 79
Granite State Fire	Portsmouth, N. H.		5,188 04	188,766 72	12,819 65
Hanover Fire	New York		10,112 51	1,050,726 06	428,928 42
Hartford Fire	Hartford		2,301 63	2,102,344 16	1,936,259 81
Home	New York		34,500 00	3,685,491 86	1,375,690 75
Howard	New York	2,769 74	2,442 96	389,112 31	
Insurance Company of Dakota	Sioux Falls			181,843 83	51,335 17
Insurance Company of North America	Philadelphia	110,920 11	22,950 89	3,032,100 03	2,286,779 09
Insurance Company of the State of Pennsylvania	Philadelphia		2,365 00	291,968 22	155,610 26
Liberty	New York		19,396 68	181,351 31	18,181 37
Mechanics and Traders	New Orleans			122,386 53	122,247 25
Merchants	Newark		22,902 16	444,781 93	407,249 25

Merchants.....	New York.....	4,755 44	124,050 58	51,092 65
Michigan Fire and Marine	Detroit.....	1,082 73	119,338 87	43,208 50
National Fire.....	New York.....	4,500 00	136,242 09	62,055 13
National Fire.....	Hartford.....	10,286 29	455,145 16	551,712 18
New Hampshire Fire	Manchester.....	25,000 00	504,344 36	294,741 03
Niagara Fire.....	New York.....	5,530 06	1,401,553 31	335,644 04
North American.....	Boston.....	2,071 75	94,843 27	60,616 32
Oregon Fire and Marine	Portland.....	26,316 66	43,016 82	93,561 23
Orient.....	Hartford.....	6,311 98	524,506 56	143,125 86
Pacific Fire.....	New York.....	2,679 13	192,198 32	336,430 21
Pennsylvania Fire.....	Philadelphia.....	9,022 59	1,207,938 07	1,282,929 27
People's Fire.....	Manchester, N. H.....	13,490 88	239,793 06	6,541 29
Phoenix.....	Brooklyn.....	161,367 36	4,347,683 35	109,838 07
Phoenix.....	Hartford.....	4,527 05	1,766,778 76	1,011,690 37
Prescott.....	Boston.....	75,600 05	182,092 68	42,678 97
Providence-Washington ..	Providence, R. I.....	63,200 97	577,937 52	138,921 18
Security.....	New Haven.....	9,937 58	300,441 11	88,431 16
Southern.....	New Orleans.....	1,509 02	117,595 83	20,088 31
Springfield Fire and Marine.	Springfield, Mass.....	27,825 00	1,375,917 86	473,986 12
Saint Paul.....	St. Paul, Minn.....	48,752 92	705,485 75	335,575 13
Sun Mutual.....	New Orleans.....	421 00	258,357 11	206,733 88
Teutonia.....	New Orleans.....	1,537 61	73,678 92	89,968 20
Traders.....	Chicago.....	3,500 00	444,862 27	435,472 31
Union.....	Philadelphia.....	32,437 72	334,164 18	12,377 67
United States Fire.....	New York.....	53,983 65	130,892 44	246,472 23
Westchester Fire.....	New York.....	17,650 27	760,881 69	282,704 93
Williamsburg City Fire	Brooklyn.....	1,031 44	451,307 95	584,270 36
Totals.....		\$788,199 70	\$51,035,442 20	\$28,398,088 40

TABLE No. 21.

Showing the various items composing the Income of the Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1887—Companies of other States.

NAME.	Location.	Fire Premiums.	Marine Premiums.	Interest on Bonds and Mortgages.
Ætna.....	Hartford	\$2,464,595 66	\$146,205 72	\$2,338 51
Agricultural.....	Watertown, New York	789,781 63		60,001 42
Amazon.....	Cincinnati	231,863 17		3,360 86
American.....	Newark	409,675 77		43,307 98
American Central.....	St. Louis	553,635 58		38,611 27
American Fire.....	Philadelphia	1,368,203 40		3,313 62
American Fire.....	New York	361,430 63		8,454 17
Boylston.....	Boston	221,455 08	44,327 45	5,485 00
Citizens.....	St. Louis	70,415 34	4,619 54	3,512 88
Citizens.....	New York	602,505 00		
Citizens.....	Cincinnati	98,829 00		
Concordia Fire.....	Milwaukee	348,316 50		18,900 36
Connecticut Fire.....	Hartford	900,853 47		35,492 85
Continental.....	New York	2,356,484 83	60,596 32	16,103 24
Eliot.....	Boston	151,347 26		3,092 15
Farragut Fire.....	New York	159,801 03		591 55
Fire Association of Philadelphia.....	Philadelphia	1,630,601 27		76,888 93
Firemen's.....	Baltimore	119,142 00		
Firemen's.....	Newark	300,222 71		44,703 25
Franklin Fire.....	Philadelphia	494,361 26		76,058 19
German.....	Freeport, Illinois	1,326,457 34		
German-American.....	New York	2,360,033 28		
Germania Fire.....	New York	1,218,099 75		3,759 66
Girard Fire and Marine.....	Philadelphia	360,145 48		31,230 86
Glen's Falls.....	Glen's Falls, New York	501,616 43		31,826 49
Granite State Fire.....	Portsmouth, New Hampshire	238,407 03		3,908 44
Hanover Fire.....	New York	1,268,841 12		4,616 70
Hartford Fire.....	Hartford	2,455,310 50		67,160 60
Home.....	New York	3,746,969 49		39,643 35
Howard.....	New York	468,414 15	3,008 03	313 50
Insurance Company of Dakota.....	Sioux Falls	176,226 44		
Insurance Company of North America.....	Philadelphia	2,166,217 11	1,233,362 47	117,127 05
Insurance Company of the State of Pennsylvania.....	Philadelphia	241,582 40	12,703 11	6,600 60
Liberty.....	New York	247,753 35		
Mechanics and Traders.....	New Orleans	185,818 00		
Merchants.....	Newark	555,813 01		27,291 10

Merchants	New York	168,821 45	4,907 18
Michigan Fire and Marine	Detroit	183,690 38	17,189 49
National Fire	New York	216,400 61	2,695 98
National Fire	Hartford	565,003 43	40,354 22
New Hampshire Fire	Manchester	645,596 72	21,323 58
Niagara Fire	New York	1,556,548 52	2,446 67
North American	Boston	110,863 16	2,125 06
Oregon Fire and Marine	Portland	65,426 66	13,911 85
Orient	Hartford	698,355 93	16,777 15
Pacific Fire	New York	218,505 22	6,837 80
Pennsylvania Fire	Philadelphia	952,460 88	18,168 43
People's Fire	Manchester, New Hampshire	347,963 37	
Phoenix	Brooklyn	3,780,516 50	14,667 89
Phoenix	Hartford	2,233,309 37	51,629 07
Prescott	Boston	221,470 93	
Providence-Washington	Providence, Rhode Island	523,542 96	
Security	New Haven	331,187 20	6,240 00
Southern	New Orleans	291,272 91	
Springfield Fire and Marine	Springfield, Massachusetts	1,562,908 86	13,301 70
St. Paul	St. Paul, Minnesota	794,721 45	22,427 28
Sun Mutual	New Orleans	370,821 16	
Teutonia	New Orleans	121,441 04	
Traders	Chicago	580,824 13	5,519 55
Union	Philadelphia	292,135 23	550 00
United States Fire	New York	125,367 20	16,779 07
Westchester Fire	New York	826,554 25	15,573 06
Williamsburg City Fire	Brooklyn	545,305 69	18,579 21
Totals		\$49,544,240 68	\$3,291,846 91
			\$1,080,378 83

TABLE No. 21—Continued.

NAME.	Location.	Interest and Dividends from other sources.	Rents.	Received from all other sources.	Total Income.
Ætna.....	Hartford.....	\$418,301 32	\$8,664 37	-----	\$3,040,165 58
Agricultural.....	Watertown, New York.....	21,249 46	5,252 62	-----	876,285 13
Amazon.....	Cincinnati.....	18,078 35	1,744 06	-----	255,046 44
American.....	Newark.....	27,000 00	9,379 38	-----	480,363 13
American Central.....	St. Louis.....	49,030 04	6,213 76	-----	608,879 38
American Fire.....	Philadelphia.....	52,949 87	-----	\$23,080 95	1,482,845 49
American Fire.....	New York.....	44,301 72	-----	853 39	466,899 36
Boylston.....	Boston.....	27,722 98	-----	69 75	362,029 43
Citizens.....	St. Louis.....	17,185 10	-----	-----	97,704 98
Citizens.....	New York.....	47,694 54	5,735 96	-----	630,448 38
Citizens.....	Cincinnati.....	10,412 33	-----	10,374 50	119,615 83
Concordia Fire.....	Milwaukee.....	8,939 84	-----	-----	376,156 70
Connecticut Fire.....	Hartford.....	65,976 50	-----	-----	1,101,322 82
Continental.....	New York.....	171,429 81	38,336 08	-----	2,642,950 28
Eliot.....	Boston.....	13,887 23	-----	14 31	168,310 95
Farragut Fire.....	New York.....	15,323 57	460 00	-----	176,086 15
Fire Association of Philadelphia.....	Philadelphia.....	135,786 42	3,464 41	4,519 36	1,851,290 39
Firemen's.....	Baltimore.....	15,478 43	8,162 01	-----	142,782 44
Firemen's.....	Newark.....	40,308 20	8,790 37	2,509 50	394,024 53
Franklin Fire.....	Philadelphia.....	56,442 65	14,754 49	5,513 33	644,126 09
German.....	Freeport, Illinois.....	107,942 40	-----	-----	1,439,913 07
German-American.....	New York.....	208,830 85	-----	-----	2,508,864 13
Germania Fire.....	New York.....	70,990 68	26,947 39	-----	1,319,797 48
Girard Fire and Marine.....	Philadelphia.....	18,168 52	10,225 59	-----	419,770 45
Glen's Falls.....	Glen's Falls, New York.....	37,219 45	100 00	-----	579,762 37
Granite State Fire.....	Portsmouth, New Hampshire.....	9,526 23	-----	-----	251,841 70
Hanover Fire.....	New York.....	90,967 18	-----	-----	1,394,425 00
Hartford Fire.....	Hartford.....	130,698 87	30,451 88	-----	2,683,621 85
Home.....	New York.....	24,232 96	10,028 12	14 83	4,058,121 10
Howard.....	New York.....	13,702 20	5,400 27	-----	506,011 59
Insurance Company of Dakota.....	Sioux Falls.....	242,054 19	5,265 00	36,727 91	185,328 91
Insurance Company of North America.....	Philadelphia.....	15,170 73	-----	887 20	3,795,498 74
Insurance Company of the State of Pennsylvania.....	Philadelphia.....	25,918 52	-----	-----	282,159 04
Liberty.....	New York.....	32,300 15	1,982 97	-----	278,671 87
Mechanics and Traders.....	New Orleans.....	32,075 67	2,739 02	-----	220,101 12
Merchants.....	Newark.....	9,800 44	-----	-----	617,918 80
Michigan Fire and Marine.....	New York.....	2,518 45	-----	-----	183,529 07
	Detroit.....	-----	-----	-----	203,398 32

National Fire.....	New York.....	10,633 26	-----	-----	229,729 85
National Fire.....	Hartford.....	60,553 48	-----	-----	668,851 71
New Hampshire Fire.....	Manchester.....	38,848 68	-----	2,340 58	705,768 98
Niagara Fire.....	New York.....	72,074 16	-----	15,960 41	1,647,029 76
North American.....	Boston.....	11,828 37	-----	231 40	125,136 99
Oregon Fire and Marine.....	Portland.....	8,175 00	-----	-----	87,513 51
Orient.....	Hartford.....	60,329 51	-----	389 60	736,052 19
Pacific Fire.....	New York.....	17,817 30	-----	1,649 99	244,810 31
Pennsylvania Fire.....	Philadelphia.....	112,915 44	-----	1,139 36	1,084,684 11
People's Fire.....	Manchester, New Hampshire.....	19,571 89	-----	-----	367,535 26
Phoenix.....	Brooklyn.....	116,505 65	-----	13,059 67	4,947,913 96
Phoenix.....	Hartford.....	188,445 46	-----	5,418 24	2,478,802 14
Prescott.....	Boston.....	19,029 13	-----	-----	240,500 06
Provident-Washington.....	Providence, Rhode Island.....	35,717 46	-----	-----	866,794 51
Security.....	New Haven.....	17,300 01	-----	152 18	439,129 80
Southern.....	New Orleans.....	15,437 45	-----	15,413 29	322,123 65
Springfield Fire and Marine.....	Springfield, Massachusetts.....	117,117 17	-----	3,979 25	1,697,506 98
St. Paul.....	St. Paul, Minnesota.....	64,989 60	-----	9,060 43	1,070,473 24
Sun Mutual.....	New Orleans.....	40,898 36	-----	-----	411,419 52
Teutonia.....	New Orleans.....	19,951 62	-----	7,014 75	173,428 69
Traders.....	Chicago.....	43,064 35	-----	-----	630,309 61
Union.....	Philadelphia.....	21,966 47	-----	10,167 28	478,783 70
United States Fire.....	New York.....	8,300 00	-----	-----	168,767 91
Westchester Fire.....	New York.....	35,222 32	-----	727 82	880,186 39
Williamsburg City Fire.....	Brooklyn.....	23,705 01	-----	18,898 78	606,488 69
Totals.....		\$3,730,902 83	\$337,648 99	\$111,701 37	\$58,102,719 61

TABLE No. 22.

Showing the various items composing the Expenditures of Fire and Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1887—Companies of other States.

NAME.	Location.	Fire Losses.	Marine Losses.	Dividends.	Brokerage and Commission.
Ætna.....	Hartford	\$1,354,945 99	\$95,411 62	\$720,000 00	\$398,621 10
Agricultural.....	Watertown, N. Y.	436,984 78		49,870 00	186,985 21
Amazon.....	Cincinnati	151,702 37		17,515 20	49,648 62
American.....	Newark	190,795 39		72,736 00	64,394 41
American Central.....	St. Louis	355,909 16		57,000 00	74,860 16
American Fire.....	Philadelphia	874,880 63		50,910 00	261,053 28
American Fire.....	New York	185,760 47		40,000 00	80,103 84
Boylston.....	Boston	136,904 30		33,432 00	42,347 20
Citizens.....	St. Louis	47,201 46		12,000 00	12,174 87
Citizens.....	New York	375,770 57		29,983 70	105,446 24
Citizens.....	Cincinnati	65,101 93		16,000 00	24,405 72
Concordia Fire.....	Milwaukee	223,169 81		8,130 00	72,044 05
Connecticut Fire.....	Hartford	645,557 47		80,000 00	155,086 57
Continental.....	New York	1,357,184 75	200,316 68	153,776 70	428,627 46
Eliot.....	Boston	100,236 75		20,200 00	33,195 07
Farragut Fire.....	New York	106,432 86		20,000 00	24,259 40
Fire Association of Philadelphia.....	Philadelphia	1,015,788 00		200,000 00	336,401 03
Firemen's.....	Baltimore	73,655 21		22,348 07	18,770 95
Firemen's.....	Newark	189,578 17		72,000 00	50,056 02
Franklin Fire.....	Philadelphia	262,256 42		100,065 00	82,636 35
German.....	Freeport, Ill.	732,228 72		40,000 00	402,349 04
German-American.....	New York	1,311,643 24		200,000 00	377,248 25
Germania Fire.....	New York	569,089 50		100,000 00	175,800 04
Girard Fire and Marine.....	Philadelphia	133,013 23		72,000 00	74,004 05
Glen's Falls.....	Glen's Falls, N. Y.	318,728 11		20,000 00	91,599 02
Granite State Fire.....	Portsmouth, N. H.	161,793 64			41,248 36
Hanover Fire.....	New York	752,322 60		100,000 00	229,591 34
Hartford Fire.....	Hartford	1,362,791 32		299,630 00	380,409 14
Hone.....	New York	2,046,507 16		12,445 20	651,798 00
Howard.....	New York	304,200 61	1,822 65		96,758 62
Insurance Company of Dakota.....	Sioux Falls	78,870 35	529 32	100,000 00	37,200 03
Insurance Company of North America.....	Philadelphia	1,309,180 44	877,434 05	450,000 00	534,432 08
Insurance Company of the State of Pennsylvania.....	Philadelphia	154,799 91	22,398 62	20,000 00	50,196 53
Liberty.....	New York	55,646 54			57,548 44
Mechanics and Traders.....	New Orleans	137,705 22	12,198 25	37,500 00	21,870 08

Merchants.....	Newark.....	320,170 92	40,870 00	99,852 48
Merchants.....	New York.....	156,268 35	12,000 00	42,922 43
Michigan Fire and Marine.....	Detroit.....	126,469 62	14,000 00	37,631 03
National Fire.....	New York.....	122,640 19	16,000 00	50,478 00
National Fire.....	Hartford.....	320,480 63	100,000 00	91,064 95
New Hampshire Fire.....	Manchester.....	350,186 05	40,000 00	130,250 73
Niagara Fire.....	New York.....	974,743 09	49,632 50	256,173 76
North American.....	Boston.....	53,459 39	12,000 00	19,955 68
Oregon Fire and Marine.....	Portland.....	34,804 74	15,407 00	9,440 28
Orient.....	Hartford.....	434,255 46	30,000 00	112,484 13
Pacific Fire.....	New York.....	156,048 75	24,000 00	43,872 02
Pennsylvania Fire.....	Philadelphia.....	545,470 75	50,000 00	221,638 58
People's Fire.....	Manchester, N. H.....	180,678 02	7,500 00	73,318 02
Phoenix.....	Brooklyn.....	2,503,786 52	100,000 00	970,905 49
Prescott.....	Hartford.....	1,328,999 41	280,000 00	375,620 48
Providence-Washington.....	Boston.....	139,922 83	12,000 00	44,567 89
Security.....	Providence, R. I.....	291,348 32	32,000 00	159,041 05
Southern.....	New Haven.....	209,317 42	18,000 00	84,634 22
Springfield Fire and Marine.....	New Orleans.....	164,318 32	23,835 57	51,486 69
St. Paul.....	Springfield, Mass.....	940,248 87	112,500 00	261,227 09
Sun Mutual.....	St. Paul, Minn.....	518,454 98	50,000 00	190,377 60
Teutonia.....	New Orleans.....	238,507 02	49,142 50	55,065 45
Traders.....	New Orleans.....	70,321 68	12,500 00	13,295 08
Union.....	Chicago.....	373,592 06	50,000 00	108,149 02
United States Fire.....	Philadelphia.....	179,822 09	15,497 37	81,445 75
Westchester Fire.....	New York.....	63,003 03	27,347 25	29,655 78
Williamsburg City Fire.....	New York.....	485,157 56	30,000 00	159,904 32
Brooklyn.....	Brooklyn.....	274,086 80	49,935 00	123,502 58
Totals.....	-----	\$29,158,129 98	\$4,651,749 06	\$9,624,014 06
		\$3,095,293 92		

TABLE No. 22—Continued.

NAME.	Location.	Office Salaries.	Taxes.	All other Expenditures.	Total Expenditures.
Ætna.....	Hartford.....	\$161,416 42	\$51,689 15	\$269,291 39	\$2,661,385 67
Agricultural.....	Watertown, N. Y.....	88,467 50	13,869 55	42,937 70	818,814 74
Amazon.....	Cincinnati.....	18,376 50	5,679 35	17,738 50	240,680 54
American.....	Newark.....	40,860 08	15,881 11	36,406 55	421,063 54
American Central.....	St. Louis.....	48,832 09	10,087 97	70,591 48	617,390 86
American Fire.....	Philadelphia.....	187,426 40	33,233 88	8,298 82	1,415,773 01
American Fire.....	New York.....	44,287 03	6,410 74	412,108 87	412,108 87
Boylston.....	Boston.....	29,400 00	5,386 05	28,833 08	306,081 55
Citizens.....	St. Louis.....	9,500 00	5,394 73	4,369 61	94,591 53
Citizens.....	New York.....	44,003 35	15,741 99	91,682 75	692,628 60
Citizens.....	Cincinnati.....	8,082 03	1,728 25	4,277 83	119,596 79
Concordia Fire.....	Milwaukee.....	20,325 42	7,593 82	27,191 55	358,414 66
Connecticut Fire.....	Hartford.....	92,432 53	23,909 00	75,072 40	1,072,037 97
Continental.....	New York.....	323,013 94	63,290 62	213,574 67	2,735,784 82
Eliot.....	Boston.....	11,106 00	4,672 07	12,414 16	181,825 05
Farragut Fire.....	New York.....	22,783 33	3,425 10	18,500 17	195,400 86
Fire Association of Philadelphia.....	Philadelphia.....	123,927 17	59,209 97	20,551 84	1,755,878 01
Firemen's.....	Baltimore.....	18,229 62	6,233 62	560 73	139,798 20
Firemen's.....	Newark.....	20,764 86	17,150 44	18,651 03	368,200 52
Franklin Fire.....	Philadelphia.....	54,311 06	27,156 58	74,189 25	600,614 66
German.....	Freeport, Ill.....	114,201 74	92,073 83	11,700 87	1,322,554 20
German-American.....	New York.....	174,234 89	58,265 49	220,487 97	2,341,879 84
Germania Fire.....	New York.....	84,341 56	24,690 72	167,477 79	1,121,399 61
Girard Fire and Marine.....	Philadelphia.....	45,737 88	14,379 88	27,503 53	366,668 58
Glen's Falls.....	Glen's Falls, N. Y.....	39,947 23	11,303 41	30,988 87	512,566 64
Granite State Fire.....	Portsmouth, N. H.....	9,208 00	5,473 99	20,353 53	238,077 72
Hanover Fire.....	New York.....	166,367 69	30,586 26	110,894 14	1,389,742 03
Hartford Fire.....	Hartford.....	179,259 40	49,729 48	177,828 81	2,400,018 15
Home.....	New York.....	407,268 52	67,364 42	234,630 84	3,757,258 94
Howard.....	New York.....	26,936 04	9,764 17	48,616 75	503,564 04
Insurance Company of Dakota.....	Sioux Falls.....	19,298 15	3,213 35	33,564 45	172,675 63
Insurance Company of North America.....	Philadelphia.....	131,245 56	110,201 52	278,987 53	3,691,481 78
Insurance Company of the State of Pennsylvania.....	Philadelphia.....	27,394 08	6,782 07	11,715 65	293,286 86
Liberty.....	New York.....	15,431 78	4,336 53	22,235 94	155,199 23
Mechanics and Traders.....	New Orleans.....	20,840 00	3,490 76	10,194 78	243,799 09
Merchants.....	Newark.....	27,050 50	16,016 16	59,074 43	563,034 49
Michigan Fire and Marine.....	New York.....	19,740 89	4,433 89	12,568 15	250,568 52
National Fire.....	Detroit.....	8,019 53	7,561 68	16,692 97	210,344 83
	New York.....	13,169 98	2,928 59	18,615 53	223,832 29

National Fire.....	38,952 02	13,906 88	40,160 14	604,564 62
New Hampshire Fire.....	34,750 96	18,003 98	34,096 47	607,288 19
Niagara Fire.....	123,200 00	45,419 41	163,222 96	1,612,391 72
North American.....	17,588 09	4,835 31	8,236 84	116,075 31
Oregon Fire and Marine.....	7,507 50	1,579 35	4,282 73	73,021 60
Orient.....	51,438 66	17,563 37	60,601 79	706,343 41
Pacific Fire.....	27,179 66	5,607 90	14,351 25	271,059 58
Pennsylvania Fire.....	32,648 97	25,886 68	51,006 49	926,651 47
People's Fire.....	13,138 99	5,138 99	26,143 15	305,917 17
Phoenix.....	326,331 73	82,869 25	429,088 84	5,649,779 93
Phoenix.....	102,228 84	67,716 55	191,111 07	2,345,676 35
Prescott.....	16,086 89	6,165 90	15,278 36	234,021 87
Providence-Washington.....	32,869 83	15,336 10	58,808 42	804,553 84
Security.....	32,432 78	3,100 60	-----	387,671 55
Southern.....	18,283 26	4,434 18	15,783 85	285,413 57
Springfield Fire and Marine.....	70,317 06	47,772 82	148,752 84	1,580,818 68
St. Paul.....	47,989 70	15,358 61	50,925 19	1,019,116 23
St. Paul.....	45,842 95	9,477 24	11,209 69	432,250 59
Sun Mutual.....	23,541 85	6,930 78	-----	148,953 12
Teutonia.....	40,820 12	15,786 37	22,898 36	613,656 42
Traders.....	38,761 91	11,216 26	56,319 34	534,230 77
Union.....	18,127 28	4,552 61	14,877 54	164,657 11
United States Fire.....	36,691 23	16,614 28	102,017 56	830,444 95
Westchester Fire.....	61,960 93	5,577 73	40,858 85	556,521 89
Williamsburg City Fire.....	-----	-----	-----	-----
Totals.....	\$4,155,969 96	\$1,281,151 34	\$4,134,414 56	\$56,100,722 88

TABLE No. 23.

Showing amount of Risks written, Premiums received, and amount of Risks in force on the thirty-first day of December, 1887, with Premiums thereon, of Fire and Fire and Marine Insurance Companies doing business in California—Companies of other States.

NAME.	Location.	RISKS WRITTEN DURING THE YEAR.			
		Fire.	Premiums.	Marine.	Total Premiums.
Etna.....	Hartford.....	\$229,884,530 00	\$2,685,639 64	\$76,769,035 00	\$2,911,282 32
Agricultural.....	Watertown, N. Y.....	96,674,897 00	867,388 62		867,388 62
Amazon.....	Cincinnati.....	21,778,478 00	282,121 49		282,121 49
American Central.....	Newark.....	70,703,464 00	498,020 50		498,020 50
American.....	St. Louis.....	51,494,606 00	659,533 60		659,533 60
American Fire.....	Philadelphia.....	134,134,546 00	1,659,695 56		1,659,695 56
American Fire.....	New York.....	96,616,767 00	473,180 48		473,180 48
Boylston.....	Boston.....	26,938,636 00	265,823 85		312,593 61
Citizens.....	St. Louis.....	6,130,907 00	71,668 14	6,561,333 00	77,956 39
Citizens.....	New York.....	79,694,522 00	692,892 26	1,170,579 00	692,892 26
Citizens.....	Cincinnati.....	12,240,941 00	170,917 03		170,917 03
Concordia Fire.....	Milwaukee.....	30,417,261 00	406,570 45		406,570 45
Connecticut Fire.....	Hartford.....	97,065,220 00	1,219,529 65		1,219,529 65
Continental.....	New York.....	300,943,005 00	2,622,679 62		2,711,186 40
Eliot.....	Boston.....	16,315,342 00	179,357 80	49,799,000 00	179,357 80
Farragut Fire.....	New York.....	25,208,645 00	190,849 90		190,849 90
Fire Association of Philadelphia.....	Philadelphia.....	148,693,364 00	1,864,102 56		1,864,102 56
Firemen's.....	Baltimore.....	17,209,645 00	133,630 55		133,630 55
Firemen's.....	Newark.....	40,565,028 00	331,511 45		331,511 45
Franklin Fire.....	Philadelphia.....	53,065,907 00	601,649 33		601,649 33
German.....	Freeport, Ill.....	97,348,285 00	1,589,422 11		1,589,422 11
German-American.....	New York.....	381,505,657 00	2,971,925 84		2,971,925 84
Germania Fire.....	New York.....	171,964,849 00	1,502,717 61		1,502,717 61
Girard Fire and Marine.....	Philadelphia.....	40,580,232 00	413,499 65		413,499 65
Glen's Falls.....	Glen's Falls, N. Y.....	59,887,694 00	593,770 15		593,770 15
Granite State Fire.....	Portsmouth, N. H.....	25,267,985 00	340,210 71		340,210 71
Hanover Fire.....	New York.....	162,631,535 00	1,430,485 02		1,430,485 02
Hartford Fire.....	Hartford.....	221,336,311 00	2,801,883 11		2,801,883 11
Home.....	New York.....	458,178,865 00	4,302,662 55		4,302,662 55
Howard.....	New York.....	54,391,487 00	574,895 96		579,006 95
Insurance Co. of Dakota.....	Sioux Falls.....	10,233,720 00	249,470 31	140,900 00	249,470 31

Insurance Co. of North America	228,207,252 00	2,494,743 50	245,763,139 00	1,473,670 27	3,908,413 77
Insurance Co. of the State of Pennsylvania	33,301,183 00	298,053 79	2,639,451 00	17,397 29	315,451 08
Liberty	46,544,902 00	352,399 59			352,399 59
Mechanics and Traders	14,341,886 00	198,521 36		30,541 64	229,033 00
Merchants	59,375,411 00	631,328 24			631,328 24
Merchants	21,736,164 00	200,808 97			200,808 97
Michigan Fire and Marine	16,199,458 00	292,057 17			222,057 17
National Fire	30,164,501 00	201,636 43			261,633 43
National Fire	80,748,141 00	628,259 48			628,259 48
New Hampshire Fire	65,352,309 00	750,953 52			750,953 52
Niagara Fire	242,168,698 00	2,095,804 81			2,095,804 81
North American	14,658,912 00	137,572 46			137,572 46
Oregon Fire and Marine	4,813,639 00	89,512 95			89,512 95
Orient	62,149,773 00	813,997 35			813,997 35
Pacific Fire	33,645,917 00	272,133 98			272,133 98
Pennsylvania Fire	90,005,892 00	1,132,316 67			1,132,316 67
People's Fire	29,423,611 00	425,719 61			425,719 61
Phoenix	377,808,619 00	4,954,516 85		1,133,985 64	6,091,502 49
Phoenix	193,774,351 00	2,410,015 06			2,410,015 06
Prescott	21,885,934 00	259,127 17			259,127 17
Providence-Washington	57,218,911 00	645,245 90		457,586 70	1,102,832 60
Security	33,614,775 00	406,557 49		108,278 61	514,835 10
Southern	20,350,009 00	357,297 54		15,253 01	372,550 55
Springfield Fire and Marine	133,032,100 00	1,795,933 63			1,795,933 63
St. Paul	76,367,555 00	1,029,744 63		211,290 06	1,240,974 69
Sun Mutual	32,486,872 00	480,957 00		72,429 00	553,386 00
Teutonia	14,193,147 00	160,633 18		30,693 08	191,326 26
Traders	55,416,470 00	735,443 32		1,231 33	736,674 65
Union	31,255,678 00	361,250 40		448,408 85	809,659 25
United States Fire	18,014,867 00	141,398 87		20,150 91	161,549 78
Westchester Fire	92,761,497 00	918,678 12		3,629 13	922,307 25
Williamsburg City Fire	80,774,438 00	647,592 62			647,592 62
Totals	\$5,520,247,823 00	\$58,907,887 16	\$782,033,009 00	\$4,398,803 98	\$63,306,691 14

TABLE No. 23—Continued.

NAME.	Location.	RISKS IN FORCE DECEMBER 31, 1887.			
		Fire.	Premiums.	Marine.	Total Premiums.
Ætna.....	Hartford	\$300,540,192 00	\$3,537,869 22	\$1,055,605 00	\$3,557,129 38
Agricultural.....	Watertown, N. Y.	293,978,068 00	2,186,818 46		2,186,818 46
Amazon.....	Cincinnati	21,613,762 00	293,798 45		293,798 45
American.....	Newark	74,107,979 00	644,396 40		644,396 40
American Central.....	St. Louis	57,895,293 00	739,705 20		739,705 20
American Fire.....	Philadelphia	153,052,516 00	2,123,853 41		2,123,853 41
American Fire.....	New York	74,702,123 00	425,315 12		425,315 12
Boylston.....	Boston	29,488,278 00	324,158 93		337,574 19
Citizens.....	St. Louis	5,855,593 00	77,223 00		77,223 00
Citizens.....	New York	89,844,135 00	807,401 29		807,401 29
Citizens.....	Cincinnati	6,554,557 00	103,361 61		103,361 61
Concordia Fire.....	Milwaukee	37,481,219 00	496,562 49		496,562 49
Connecticut Fire.....	Hartford	102,943,836 00	1,288,308 30		1,288,308 30
Continental.....	New York	541,788,839 00	5,077,919 53		5,077,919 53
Eliot.....	Boston	16,171,929 00	193,145 09		193,145 09
Farragut Fire.....	New York	26,202,042 00	203,521 19		203,521 19
Fire Association of Philadelphia.....	Philadelphia	257,733,617 00	4,122,342 84		4,122,342 84
Firemen's.....	Baltimore	24,240,731 00	134,071 95		134,071 95
Firemen's.....	Newark	45,268,513 00	391,865 83		391,865 83
Franklin Fire.....	Philadelphia	135,525,981 00	2,307,154 45		2,307,154 45
German.....	Freeport, Ill.	154,457,893 00	2,892,286 06		2,892,286 06
German-American.....	New York	486,199,495 00	3,613,978 53		3,613,978 53
Germania Fire.....	New York	195,063,989 00	1,706,479 02		1,706,479 02
Girard Fire and Marine.....	Philadelphia	57,803,687 00	740,370 19		740,370 19
Glen's Falls.....	Glen's Falls, N. Y.	100,228,502 00	994,619 66		994,619 66
Granite State Fire.....	Portsmouth, N. H.	21,272,499 00	285,942 15		285,942 15
Hanover Fire.....	New York	190,899,441 00	1,778,552 48		1,778,552 48
Hartford Fire.....	Hartford	293,267,963 00	3,645,495 04		3,645,495 04
Home.....	New York	600,192,292 00	6,374,688 00		6,374,688 00
Howard.....	New York	48,956,132 00	537,445 98	98,000 00	2,769 74
Insurance Co. of Dakota.....	Sioux Falls	13,313,676 00	336,755 75		336,755 75
Insurance Co. of North America.....	Philadelphia	344,779,533 00	4,333,612 85	14,188,787 00	110,920 11
Insurance Co. of the State of Pennsylvania.....	Philadelphia	28,039,226 00	383,350 95		383,350 95
Liberty.....	New York	30,046,142 00	259,387 65		259,387 65
Mechanics and Traders.....	New Orleans	9,821,534 00	154,960 44		154,960 44
Merchants.....	Newark	67,563,174 00	729,712 78		729,712 78

Merchants	New York	22,505,906 00	197,057 73	-----	197,057 73
Michigan Fire and Marine	Detroit	15,283,840 00	213,361 69	-----	213,361 69
National Fire	New York	27,669,322 00	226,275 89	-----	226,275 89
National Fire	Hartford	58,413,731 00	719,457 62	-----	719,457 62
New Hampshire Fire	Manchester	62,529,239 00	772,412 16	-----	772,412 16
Niagara Fire	New York	258,392,151 00	2,256,526 45	-----	2,256,526 45
North American	Boston	15,009,705 00	160,819 99	-----	160,819 99
Oregon Fire and Marine	Portland	3,589,210 00	72,035 64	-----	72,035 64
Orient	Hartford	68,167,788 00	831,279 86	-----	831,279 86
Pacific Fire	New York	38,140,388 00	311,776 53	-----	311,776 53
Pennsylvania Fire	Philadelphia	93,048,861 00	1,109,675 82	-----	1,109,675 82
People's Fire	Manchester, N. H.	26,831,764 00	368,736 24	-----	368,736 24
Phoenix	Brooklyn	521,557,517 00	7,176,404 33	-----	7,337,771 69
Phoenix	Hartford	251,090,665 00	2,984,396 46	-----	2,984,396 46
Prescott	Boston	22,979,020 00	284,276 32	-----	284,276 32
Providence-Washington	Providence, R. I.	62,059,538 00	717,161 48	-----	803,086 96
Security	New Haven	29,324,236 00	388,692 70	-----	459,270 53
Southern	New Orleans	10,618,844 00	227,990 80	-----	227,990 80
Springfield Fire and Marine	Springfield, Mass.	173,613,715 00	2,303,704 35	-----	2,303,704 35
St. Paul	St. Paul, Minn.	76,192,721 00	1,077,809 65	-----	1,126,562 57
Sun Mutual	New Orleans	19,380,089 00	359,366 00	-----	359,787 00
Teutonia	New Orleans	9,202,881 00	118,622 68	-----	118,622 68
Traders	Chicago	47,371,574 00	641,993 95	-----	641,993 95
Union	Philadelphia	30,240,350 00	357,057 85	-----	359,094 72
United States Fire	New York	17,989,344 00	150,781 32	-----	168,431 59
Westchester Fire	New York	132,366,793 00	1,296,667 55	-----	1,298,736 43
Williamsburg City Fire	Brooklyn	92,476,308 00	775,573 58	-----	775,573 58
Totals		\$7,063,529,881 00	\$80,426,345 36	\$595,135 88	\$81,021,481 24
			\$32,700,067 00		

TABLE No. 24.

Summary of Assets, Liabilities, Income, Expenditures, etc., and Net Surplus of Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1887—Companies of Foreign Countries.

NAME.	Location.	Cash, Capital paid up.	Total Assets.	Liabilities, Capital not included.	Total Income.
Atlas	London	\$720,000 00	\$9,380,593 54	\$7,953,572 98	\$820,405 36
*British America	Toronto	-----	803,772 92	431,094 64	612,957 20
Caledonian	Edinburgh	450,000 00	1,888,480 52	477,336 33	692,717 02
*City of London Fire	London	-----	728,972 04	406,200 58	591,949 70
Commercial Union	London	1,250,000 00	12,895,134 00	8,033,816 31	5,813,895 28
Economic Fire	London	333,665 00	384,981 69	94,813 02	81,555 10
*Fire Insurance Association	London	-----	803,444 61	523,160 89	721,225 30
Guardian	London	5,000,000 00	21,053,443 75	12,990,444 42	2,586,148 20
Hamburg-Bremen	Hamburg	300,000 00	1,579,615 84	954,589 90	550,526 93
Hamburg-Magdeburg	Hamburg	625,000 00	742,827 34	61,405 58	104,062 48
Helvetia Swiss Fire	St. Gall, Switzerland	400,000 00	1,327,311 34	533,838 94	619,568 43
*Imperial Fire	London	-----	1,583,332 08	824,733 35	1,071,347 27
Lancashire	Manchester	1,364,930 00	7,450,306 23	5,764,139 62	3,057,570 11
Lion Fire	London	560,069 00	1,213,535 00	579,132 00	932,542 00
Liverpool and London and Globe	Liverpool	1,228,200 00	41,902,466 36	30,139,359 30	7,209,809 16
London	London	2,241,375 00	17,160,702 90	10,803,967 13	4,015,900 43
London and Lancashire	Liverpool	898,220 00	3,511,439 40	1,416,346 08	2,445,889 60
London and Provincial Fire	London	246,185 00	629,581 98	382,380 68	630,057 26
Magdeburg Fire	Magdeburg	750,000 00	3,523,559 82	1,729,029 59	2,500,703 54
Manchester Fire	Manchester	500,000 00	1,230,825 80	401,629 00	936,311 33
National	Dublin	500,000 00	2,787,641 00	1,996,123 00	979,390 00
New Zealand	Auckland	1,000,000 00	2,575,885 00	762,271 00	1,228,455 00
North British and Mercantile	London	3,125,000 00	14,194,792 95	3,237,439 35	6,396,719 70
North German Fire	Hamburg	375,000 00	809,150 49	257,264 05	453,287 36
Northern	London	1,500,000 00	18,081,728 77	13,000,857 29	4,882,252 68
Norwich Union	Norwich, England	600,000 00	4,432,696 55	1,980,604 03	3,287,286 50
Phoenix	London	359,593 75	7,129,150 85	2,922,256 62	4,656,594 23
Prussian National	Stettin	562,500 00	1,517,464 93	533,455 18	590,343 69
*Queen	Liverpool	-----	2,027,897 20	1,271,080 40	1,480,696 35
Royal	Liverpool	1,447,725 00	31,857,371 85	20,718,773 77	5,312,600 00
*Scottish Union and National	Edinburgh	-----	1,421,748 74	348,497 08	546,255 63
South British Fire and Marine	Auckland	646,280 00	1,431,217 00	707,396 00	1,369,960 00
Straits Fire	Singapore	400,000 00	477,932 52	46,000 00	114,641 46
*Sun Fire	London	-----	1,848,609 34	991,987 48	1,040,256 47

Svea.....	533,333 33	3,099,794 33	2,928,709 01	1,934,737 97
Transatlantic Fire.....	300,000 00	1,241,388 94	612,548 88	530,660 52
Union Fire and Marine.....	500,000 00	876,834 90	201,639 89	572,568 96
*United Fire.....	-----	1,188,793 61	778,454 92	1,264,444 08
*Western.....	-----	1,055,286 65	661,505 28	1,123,009 98
Totals.....	\$28,777,076 08	\$228,539,742 78	\$138,126,873 57	\$73,721,482 28

*United States Branch statement.

TABLE No. 24—Continued.

NAME.	Location.	Total Expenditures.	Losses Incurred during the Year.	Net Surplus.
Atlas	London	\$702,795 97	\$360,928 00	\$1,007,020 56
*British America	Toronto	602,132 28	423,845 58	372,678 88
Caledonian	Edinburgh	632,697 22	328,060 60	961,144 19
*City of London Fire	London	609,646 82	402,970 29	322,771 46
Commercial Union	London	5,250,690 22	2,909,767 00	3,611,317 69
Economic Fire	London	76,581 31	31,100 74	370,283 72
*Fire Insurance Association	London	770,798 23	544,548 51	3,062,090 33
Guardian	London	2,483,227 76	1,431,577 00	325,025 94
Hamburg-Bremen	Hamburg	569,888 58	314,927 60	59,421 76
Hamburg-Magdeburg	Hamburg	88,365 74	40,405 53	393,472 40
Helvetia Swiss Fire	St. Gall, Switzerland	537,097 11	292,802 70	758,698 73
*Imperial Fire	London	1,015,695 23	631,356 91	321,216 61
Lancashire	Manchester	3,038,851 89	1,567,074 00	74,394 00
Lion Fire	London	910,294 00	586,651 00	10,534,907 06
Liverpool and London and Globe	Liverpool	7,013,124 25	3,695,447 79	4,025,360 77
London	London	3,716,409 79	1,687,809 97	1,199,872 32
London and Lancashire	Liverpool	2,177,329 44	1,309,925 53	1,016 30
London and Provincial Fire	London	747,567 39	475,425 90	1,044,530 23
Magdeburg Fire	Magdeburg	2,448,360 08	1,580,372 15	129,196 80
Manchester Fire	Manchester	1,026,826 08	632,535 00	321,518 00
National	Dublin	1,026,970 00	901,375 00	813,614 00
New Zealand	Auckland	1,187,381 00	718,541 00	7,832,353 00
North British and Mercantile	London	6,080,039 85	3,335,104 40	176,886 44
North German Fire	Hamburg	453,918 42	230,721 29	3,571,871 48
Northern	London	4,107,795 47	1,735,274 19	1,792,062 52
Norwich Union	Norwich, England	3,067,320 60	1,866,505 70	3,847,300 48
Phoenix	London	4,510,502 25	2,783,499 31	421,509 75
Prussian National	Stettin	477,843 69	516,152 18	756,816 80
*Queen	Liverpool	1,415,471 06	990,044 10	9,690,873 08
Royal	Liverpool	5,214,362 50	2,930,006 00	1,073,251 66
*Scottish Union and National	Edinburgh	408,542 96	248,972 21	77,541 00
South British Fire and Marine	Auckland	1,182,195 00	832,540 00	31,932 52
Straits Fire	Singapore	42,992 34	9,222 67	656,621 86
*Sun Fire	London	1,037,513 51	636,338 00	537,751 99
Svea	Göteborg, Sweden	1,916,981 94	663,996 47	340,226 93
Transatlantic Fire	Hamburg	507,529 13	9,222 67	175,195 01
Union Fire and Marine	Christchurch, New Zealand	487,517 92	313,185 96	

*United Fire.....	-----	1,298,141 53	940,077 00	410,338 69
*Western	-----	1,083,168 66	765,922 25	393,781 37
Totals.....	-----	\$70,027,897 73	\$40,355,580 46	\$61,482,289 06

*United States Branch statement.

TABLE No. 25.

Showing the Assets of the Fire and Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1887—Companies of Foreign Countries.

NAME.	Location.	Real Estate.	Loans on Bonds and Mortgages.	Stocks and Bonds Owned by the Company.	Collateral Loans.	Cash in Office and Banks.
Atlas	London.	\$305,979 81	\$1,850,801 75	\$1,290,349 00	---	\$192,846 45
*British America	Toronto	---	---	702,007 92	---	47,438 18
Caledonian	Edinburgh.	702,373 85	457,000 00	468,297 83	\$93,980 50	822 69
*City of London Fire	London.	---	---	618,510 00	---	34,244 47
Commercial Union	London.	1,110,264 33	326,624 43	3,584,012 88	170,908 98	1,101,288 60
Economic Fire	London.	---	---	281,687 50	---	30,767 94
*Fire Insurance Association	London.	---	---	693,420 00	---	108,175 81
Guardian	London.	146,575 00	6,466,456 45	9,144,722 25	2,976,871 94	296,797 75
Hamburg-Bremen	Hamburg	77,562 37	26,875 00	1,236,138 88	30,000 00	104,733 32
Hamburg-Magdeburg	Hamburg	56,176 53	204,937 50	370,774 91	25,750 00	27,221 14
Helvetia Swiss Fire	St. Gall, Switzerland	49,000 00	553,539 70	200,830 86	---	401,118 11
*Imperial Fire	London.	412,272 50	---	951,315 08	---	68,071 67
Lancashire	Manchester	288,958 47	2,561,198 84	3,307,591 97	202,306 67	232,172 40
Lion Fire	London.	120,000 00	227,970 00	522,000 00	9,300 00	113,029 00
Liverpool and London and Globe	Liverpool	4,516,980 69	9,470,215 67	21,315,730 04	2,214,209 31	1,537,530 81
London	London.	---	10,000,320 74	4,383,277 23	1,133,702 05	476,561 18
London and Lancashire	Liverpool	315,082 27	41,467 50	2,661,666 33	27,111 50	212,590 33
London and Provincial Fire	London.	125,000 00	---	326,381 00	---	32,524 28
Magdeburg Fire	Magdeburg	391,927 00	747,791 67	1,227,266 17	---	576,126 19
Manchester Fire	Manchester	165,000 00	214,350 00	535,796 00	24,125 00	29,066 25
National	Dublin	211,000 00	813,624 00	1,343,625 00	218,165 00	22,364 00
New Zealand	Auckland	1,312,341 00	365,892 00	518,471 00	143,014 00	21,324 00
North British and Mercantile	London.	1,679,299 98	170,490 60	9,890,483 35	250,000 00	669,325 58
North German Fire	Hamburg	103,640 02	105,000 00	313,145 30	---	261,507 60
Northern	London.	1,293,281 06	1,861,482 69	9,903,111 65	2,921,759 90	354,007 00
Norwich Union	Norwich, England	182,000 00	115,000 00	2,824,965 54	---	761,769 85
Phoenix	London.	766,319 56	879,565 64	4,715,618 60	---	65,683 84
Prussian National	Stettin.	50,000 00	698,137 50	549,308 39	14,000 00	55,566 72
*Queen	Liverpool	449,768 47	---	1,257,846 15	---	283,792 49
Royal	Liverpool	---	6,923,925 50	14,169,513 25	1,092,575 08	1,378,401 85
*Scottish Union and National	Edinburgh.	2,945,069 91	504,750 00	749,598 44	---	70,433 27
South British Fire and Marine	Auckland	451,900 00	56,965 00	447,877 00	25,800 00	51,190 00

[illegible]

*United States Branch statement.

TABLE No. 25—Continued.

NAME.	Location.	Interest Due and Accrued.	Premiums in course of Collection.	Bills Receivable, not matured, taken for Fire and Marine Risks.	All other Assets.	Total Assets.
Atlas.....	London.....	\$24,168 52	\$244,411 62	---	\$5,472,036 39	\$9,340,593 54
*British America.....	Toronto.....	5,295 03	48,431 79	---	---	803,772 92
Caledonian.....	Edinburgh.....	18,608 48	72,462 77	---	74,934 40	1,888,480 52
*City of London Fire.....	London.....	---	76,023 96	---	193 61	728,972 04
Commercial Union.....	London.....	5,563 82	940,666 60	---	5,655,854 36	12,895,134 00
Economic Fire.....	London.....	1,871 95	52,101 54	---	384,981 69	384,981 69
*Fire Insurance Association.....	London.....	4,909 50	84,939 30	\$1,000 00	17,552 76	893,444 61
Guardian.....	London.....	274,734 70	405,929 32	---	---	21,053,443 75
Hamburg-Bremen.....	Hamburg.....	---	97,421 13	29,711 14	1,380,645 20	1,579,615 84
Hamburg-Magdeburg.....	Hamburg.....	---	57,272 02	4,876 22	2,008 92	1,579,615 84
Helvetia-Swiss Fire.....	St. Gall, Switzerland.....	3,215 03	110,390 72	---	480 21	742,827 34
*Imperial Fire.....	London.....	1,200 00	142,977 06	---	80 76	1,397,311 34
Lancashire.....	Manchester.....	61,787 16	779,268 91	15,446 81	7,495 77	1,583,332 08
Lion Fire.....	London.....	10,769 00	148,094 00	5,042 00	1,575 00	7,430,306 23
Liverpool and London and Globe.....	Liverpool.....	348,708 46	1,056,442 58	---	57,191 00	1,213,595 00
London.....	London.....	17,266 08	498,276 31	44,023 52	1,442,648 80	41,902,466 36
London and Lancashire.....	Liverpool.....	34,485 90	219,035 57	---	6,675 79	17,100,702 90
London and Provincial Fire.....	London.....	2,580 78	126,329 58	3,645 30	---	3,511,439 40
Magdeburg Fire.....	Magdeburg.....	15,466 80	261,953 22	---	12,521 04	629,581 98
Manchester Fire.....	Manchester.....	11,367 05	250,984 00	---	303,028 77	3,523,559 82
National.....	Dublin.....	42,498 00	136,365 00	---	137 50	1,250,825 80
New Zealand.....	Auckland.....	14,785 00	135,333 00	---	---	2,787,641 00
North British and Mercantile.....	London.....	11,691 12	1,363,849 04	1,456 00	3,269 00	2,575,885 00
North German Fire.....	Hamburg.....	---	25,857 57	156,604 18	3,049 10	14,194,792 95
Northern.....	London.....	213,153 27	70,902 31	---	---	809,150 49
Norwich Union.....	Norwich, England.....	24,094 27	484,661 06	40,175 83	1,464,030 89	18,081,728 77
Phoenix.....	London.....	32,917 73	597,013 96	60,590 92	---	4,432,666 55
Prussian National.....	Stettin.....	1,797 12	111,446 56	---	11,440 60	7,139,150 85
*Queen.....	Liverpool.....	13,981 32	19,525 44	---	37,208 64	1,517,464 93
Royal.....	Liverpool.....	300,801 86	597,746 23	---	2,983 33	2,027,897 20
*Scottish Union and National.....	Edinburgh.....	12,433 44	80,454 67	---	4,449,738 17	31,887,371 85
South British Fire and Marine.....	Auckland.....	13,945 00	340,370 00	4,078 92	1,421,748 74	1,421,748 74
Straits Fire.....	Singapore.....	5,681 97	12,878 90	15,705 00	---	1,431,217 00
*Sun Fire.....	London.....	15,645 00	133,152 33	---	27,465 00	477,932 52
						1,848,609 34

Svea.....	Gothenburg, Sweden.....	12,292 59	22,474 18	130,553 31	29,809 22	3,699,794 33
Transatlantic Fire.....	Hamburg.....	-----	117,840 19	-----	19,920 00	1,241,388 94
Union Fire and Marine.....	Christchurch, N. Z.	8,866 14	65,555 21	14,027 00	121,387 60	876,834 90
*United Fire.....	Manchester.....	-----	179,437 39	-----	-----	1,188,793 61
*Western.....	Toronto.....	-----	111,288 16	41,916 76	-----	1,055,286 65
Totals.....	-----	\$1,578,933 28	\$10,339,562 80	\$556,373 99	\$20,609,440 75	\$228,539,742 78

*United States Branch statement.

TABLE No. 26.

Showing the various items composing the Liabilities, except Capital Stock, of Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1887—Companies of Foreign Countries.

NAME.	Location.	Losses Adjusted.	Losses Unadjusted.	Losses Reinstated.	Cash Dividends Remaining Unpaid.	Fire Reinsurance.
Atlas	London		\$80,410 39		\$50,296 38	\$439,113 21
*British America	Toronto	\$14,287 02	30,477 63	\$6,050 00		367,584 52
Caledonian	Edinburgh	76,581 73			6,627 25	387,437 39
*City of London Fire	London	22,617 71	22,566 06	11,700 00		336,844 83
Commercial Union	London	491,725 00			781 25	1,282,109 12
Economic Fire	London	7,750 00	4,000 00			64,696 14
*Fire Insurance Association	London	47,191 68	29,420 53	13,784 34		431,810 87
Guardian	London	380,795 00				1,021,040 00
Hamburg-Bremen	Hamburg	48,284 00			31,287 56	794,417 40
Hamburg-Magdeburg	Hamburg				239 50	55,563 08
Helvetia Swiss Fire	St. Gall, Switzerland	15,709 07	5,750 00		92 50	276,924 17
*Imperial Fire	London	45,926 93	65,452 52	32,122 65		687,575 89
Lancashire	Manchester	422,930 21			116,692 12	1,365,634 45
Lion Fire	London	104,640 00		11,945 00	560 00	453,976 00
Liverpool and London and Globe	Liverpool	610,725 00			16,474 79	4,426,809 98
London	London	357,261 95			54,680 00	936,011 25
London and Lancashire	Liverpool	15,750 00	209,658 96	8,903 53	169 14	1,135,782 13
London and Provincial Fire	London	110,105 76			112 72	265,714 00
Magdeburg Fire	Magdeburg		311,101 03		562 25	1,318,352 35
Manchester Fire	Manchester		261,900 00		458 75	298,605 25
National	Dublin		80,000 00		8,675 00	462,216 00
New Zealand	Auckland		110,320 00			368,504 00
North British and Mercantile	London				14,795 08	1,983,210 70
North German Fire	Hamburg	636,176 73	29,443 00		112 50	225,149 45
Northern	London	380,635 94			14,730 40	1,517,295 41
Norwich Union	Norwich, England	326,302 77			3,595 50	1,631,221 14
Phoenix	London	691,175 00			3,757 50	2,227,324 12
Prussian National	Stettin		4,137 50	25,537 50	108 00	427,040 75
*Queen	Liverpool	68,115 10	64,700 81	30,600 94		1,105,193 55
Royal	Liverpool	421,212 00			12,457 23	3,343,308 27
*Scottish Union and National	Edinburgh	24,152 60	8,000 00	4,000 00		312,344 48
South British Fire and Marine	Auckland		116,995 00		395 00	396,261 00
Straits Fire	Singapore		1,000 00			25,000 00
*Sun Fire	London	28,187 00	51,011 00	9,890 00		865,333 28
Svea	Göthenburg, Sweden		69,333 34		53,333 33	360,432 62

Transatlantic Fire	Haniburg	96,301 25	-----	-----	-----	72 00	244,007 43
Union Fire and Marine	Christchurch, N. Z.	16,225 00	-----	-----	-----	4,351 50	93,883 25
*United Fire	Manchester	159,580 00	-----	-----	-----	-----	618,874 92
*Western	Toronto	93,692 02	-----	-----	-----	-----	457,277 09
Totals	-----	\$5,714,036 47	\$1,555,677 77	\$161,813 85	\$395,437 25	-----	\$33,010,369 49

* United States Branch statement.

TABLE No. 26—Continued.

NAME.	Location.	Marine Reinsurance.	Liability under Life Department.	All other Claims.	Total Liabilities.	Net Surplus.
Atlas	London .....	.....	\$7,062,689 98	\$21,083 02	\$7,653,572 98	\$1,007,029 56
*British America	Toronto .....	.....	.....	.....	431,094 64	372,678 88
Caledonian	Edinburgh	\$12,725 47	.....	6,689 96	477,336 33	961,144 19
*City of London Fire	London .....	.....	.....	12,471 98	406,200 58	322,771 46
Commercial Union	London	670,000 00	5,518,927 21	70,273 73	8,033,816 31	3,611,317 69
Economic Fire	London .....	.....	.....	18,456 88	94,813 02	.....
*Fire Insurance Association	London .....	.....	.....	953 47	523,160 89	370,283 72
Guardian	London .....	.....	11,514,973 00	42,388 86	12,990,444 42	3,062,980 33
Hamburg-Bremen	Hamburg .....	.....	.....	111,629 00	954,589 90	325,025 94
Hamburg-Magdeburg	Hamburg .....	.....	.....	61,405 38	.....	56,421 76
Helvetia Swiss Fire	St. Gall, Switzerland .....	.....	.....	230,987 81	533,838 94	393,472 40
*Imperial Fire	London .....	.....	.....	23,873 22	824,733 85	758,598 73
Lancashire	Manchester .....	.....	3,858,902 84	.....	5,764,159 62	321,216 61
Lion Fire	London .....	.....	.....	8,011 00	579,132 00	74,394 00
Liverpool and London and Globe	Liverpool .....	.....	24,211,674 04	873,675 49	30,139,359 30	10,534,907 06
London	London	317,410 00	9,176,343 10	52,260 83	10,893,967 13	4,025,360 77
London and Lancashire	Liverpool .....	.....	.....	46,082 32	1,416,346 08	1,199,872 32
London and Provincial Fire	London .....	.....	.....	6,448 20	382,380 68	1,016 30
Magdeburg Fire	Magdeburg .....	.....	.....	96,013 95	1,729,029 59	1,044,530 23
Manchester Fire	Manchester .....	.....	.....	40,665 00	601,629 00	129,196 80
National	Dublin .....	.....	.....	61,072 00	1,966,123 00	321,518 00
New Zealand	Auckland	132,549 00	1,354,160 00	.....	762,271 00	813,614 00
North British and Mercantile	London .....	.....	.....	150,898 00	3,237,439 35	7,832,353 60
North German Fire	Hamburg .....	.....	.....	603,256 84	257,264 05	176,886 44
Northern	London	2,559 10	.....	219,835 14	13,009,857 29	3,571,871 48
Norwich Union	Norwich, England .....	.....	10,877,360 40	19,484 62	1,980,604 03	1,792,062 52
Phoenix	London .....	.....	.....	.....	2,922,256 62	3,847,300 48
Prussian National	Stettin .....	.....	.....	70,962 71	533,455 18	421,509 75
*Queen	Liverpool	5,618 72	.....	2,410 00	1,271,080 40	756,816 80
Royal	Liverpool .....	.....	16,646,212 00	295,584 27	20,718,773 77	9,690,873 08
*Scottish Union and National	Edinburgh .....	.....	.....	.....	348,497 08	1,073,251 66
South British Fire and Marine	Auckland	120,415 00	.....	73,330 00	707,396 00	77,541 00
Straits Fire	Singapore .....	.....	.....	20,000 00	46,000 00	31,932 52
*Sun Fire	London .....	.....	.....	991,987 48	991,987 48	656,621 86
Svea	Gothenburg, Sweden .....	.....	1,981,274 72	164,335 00	2,628,709 01	537,751 99
Transatlantic Fire	Hamburg .....	.....	.....	271,568 20	612,548 88	328,840 06

Union Fire and Marine.....	Christchurch, N. Z.....	48,007 78	-----	39,172 36	201,639 89	175,195 01
*United Fire	Manchester	88,800 44	-----	-----	778,454 92	410,338 69
*Western.....	Toronto	-----	-----	14,515 84	661,505 28	398,781 37
Totals	-----	\$1,395,526 41	\$92,202,497 29	\$3,691,515 04	\$138,126,873 57	\$61,482,289 06

* United States Branch statement.

TABLE NO. 27.

Showing the various items composing the Incomes of Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1887—Companies of Foreign Countries.

NAME.	Location.	Fire Premiums.	Marine Premiums.	Life Premiums.	Interest and Dividends from all sources.	From all other sources.	Total Income.
Atlas	London	\$725,272 60			\$67,415 82	\$27,716 94	\$820,405 36
*British America	Toronto	534,873 18			27,872 02		612,657 20
Caledonian	Edinburgh	617,850 81	\$49,912 00		73,220 67	1,645 54	692,717 02
*City of London Fire	London	571,311 30			20,638 40		591,949 70
Commercial Union	London	3,825,503 73	893,162 48	\$872,283 87	224,945 20		5,815,895 28
Economic Fire	London	74,589 65			6,984 20	31 25	81,555 10
*Fire Insurance Association	London	632,005 67			28,218 63		721,225 30
Guardian	London	2,298,943 60			316,112 54	1,092 06	2,586,148 20
Hamburg-Bremen	Hamburg	500,573 04			49,953 89		550,526 93
Hamburg-Magdeburg	Hamburg	82,378 01			22,284 47		104,662 48
Helvetia Swiss Fire	St. Gall, Switzerland	585,225 90			34,342 53		619,568 43
*Imperial Fire	London	1,024,022 68			29,817 89	17,506 70	1,071,347 27
Lancashire	Manchester	2,943,383 69			114,186 42		3,057,570 11
Lion Fire	London	898,419 00			34,109 00	23 00	932,542 00
Liverpool and London and Globe	Liverpool	6,447,781 52			762,027 64		7,209,809 16
London	London	1,561,467 81			646,908 58		4,015,900 43
London and Lancashire	Liverpool	2,328,922 73	1,094,298 96	713,225 08	90,813 82	26,133 05	2,445,869 60
London and Provincial Fire	London	676,893 32			13,193 94		690,057 26
Magdeburg Fire	Magdeburg	2,400,459 05			88,229 48	12,015 01	2,500,703 54
Manchester Fire	Manchester	895,815 85			32,359 80	8,135 68	936,311 33
National	Dublin	839,055 00			35,010 00	5,325 00	879,390 00
New Zealand	Auckland	680,715 00	452,205 00		115,535 00		1,228,455 00
North British and Mercantile	London	5,949,632 10			443,195 18	3,892 42	6,396,719 70
North German Fire	Hamburg	428,095 00			25,222 36		453,287 36
Northern	London	3,034,590 85		984,425 65	680,810 62	182,425 56	4,882,252 68
Norwich Union	Norwich, England	3,164,111 17			114,075 33	9,100 00	3,287,286 50
Phoenix	London	4,427,589 23			229,005 00		4,656,594 23
Prussian National	Stettin	515,915 83			52,789 41	67 50	590,343 69
*Queen	Liverpool	1,422,581 18	21,570 95		45,496 80	12,618 37	1,480,686 35
Royal	Liverpool	4,837,500 00			475,000 00		5,312,500 00
*Scottish Union and National	Edinburgh	498,315 28			47,940 35		546,255 63
South British Fire and Marine	Auckland	833,930 00	494,650 00		23,000 00	18,320 00	1,369,900 00
Straits Fire	Singapore	84,093 08			30,173 13	375 25	114,641 46
*Sun Fire	London	970,059 07			60,422 19	9,775 21	1,040,256 47

Svea	Gothenburg, Sweden.....	1,125,597 22	-----	520,742 02	288,398 13	-----	1,934,737 97
Transatlantic Fire	Hamburg.....	494,000 53	-----	-----	28,012 11	8,647 88	530,660 52
Union Fire and Marine	Christchurch, N. Z.	271,505 51	261,719 62	-----	39,255 70	88 13	572,568 96
*United Fire	Manchester	1,233,181 80	-----	-----	31,262 28	-----	1,264,444 08
*Western	Toronto	733,732 35	299,841 05	-----	29,436 58	-----	1,123,009 98
Totals.....	-----	\$61,239,825 34	\$3,567,360 06	\$3,090,677 22	\$5,478,685 11	\$344,934 55	\$73,721,482 28

* United States Branch statement.

TABLE No. 28.

Showing the various items composing the expenditures of Fire and Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1887—Companies of Foreign Countries.

NAME.	Location.	Fire Losses.	Marine Losses.	Life Expenses.	Dividends.	Brokerage and Commission.
Atlas	London.	\$369,969 45	-----	-----	\$120,000 00	\$128,433 52
*British America	Toronto.	376,044 59	\$54,618 48	-----	-----	118,488 94
Caledonian	Edinburgh.	328,009 60	-----	-----	94,500 00	109,247 41
*City of London Fire	London.	405,634 70	-----	-----	-----	107,527 55
Commercial Union	London.	2,278,742 54	707,004 10	\$513,345 12	250,233 75	627,650 31
Economic Fire	London.	19,350 74	-----	-----	-----	10,590 20
*Fire Insurance Association	London.	530,814 35	-----	-----	-----	129,021 42
Guardian	London.	1,431,576 89	-----	-----	350,000 00	379,839 23
Hamburg-Bremen	Hamburg.	321,164 60	-----	-----	63,270 00	131,334 88
Hamburg-Magdeburg	Hamburg.	34,656 53	-----	-----	-----	-----
Helvetia Swiss Fire	St. Gall, Switzerland.	262,802 70	-----	-----	19,163 25	93,364 48
*Imperial Fire	London.	670,587 56	-----	-----	96,000 00	179,271 34
Lancashire	Manchester.	1,952,335 25	-----	-----	-----	464,844 02
Lion Fire	London.	586,651 00	-----	-----	204,739 50	171,176 00
Liverpool and London and Globe	Liverpool.	3,935,447 79	-----	-----	28,003 00	1,008,872 48
London	London.	870,982 93	-----	-----	448,275 00	281,841 25
London and Lancashire	Liverpool.	1,278,448 17	816,827 04	1,008,706 25	107,705 90	433,908 69
London and Provincial Fire	London.	518,281 62	-----	-----	32,196 50	141,485 75
Magdeburg Fire	Magdeburg.	1,580,372 15	-----	-----	225,000 00	349,863 07
Manchester Fire	Manchester.	717,865 21	-----	-----	49,927 50	184,229 94
National	Dublin.	629,035 00	-----	-----	60,000 00	208,725 00
New Zealand	Auckland.	428,126 00	290,415 00	-----	150,000 00	-----
North British and Mercantile	London.	3,264,452 25	-----	-----	875,000 00	1,020,630 54
North German Fire	Hamburg.	262,715 13	-----	-----	45,000 00	80,898 61
Northern	London.	1,710,292 04	-----	889,361 10	381,423 00	427,445 52
Norwich Union	Norwich, England.	1,891,620 02	-----	-----	220,110 00	586,326 06
Phoenix	London.	2,713,044 31	-----	-----	453,735 00	933,389 69
Prussian National	Stettin.	276,467 85	8,746 47	-----	-----	111,982 90
*Queen	Liverpool.	953,376 63	-----	-----	-----	231,943 53
Royal	Liverpool.	2,930,000 00	-----	-----	723,862 50	-----
*Scottish Union and National	Edinburgh.	249,872 67	-----	-----	-----	81,216 70
South British Fire and Marine	Auckland.	555,595 00	303,045 00	-----	25,860 00	143,060 00
Straits Fire	Singapore.	9,222 67	-----	-----	-----	9,255 72

*Sun Fire.....	London.....	718,095 49	-----	-----	-----	-----	157,040 56
Svea.....	Gothenburg, Sweden.....	663,996 47	-----	-----	-----	-----	272,202 27
Transatlantic Fire.....	Hamburg.....	322,064 87	-----	-----	-----	-----	30,722 86
Union Fire and Marine.....	Christchurch, New Zealand.....	176,849 23	-----	-----	-----	-----	50,001 67
*United Fire.....	Manchester.....	905,066 48	-----	-----	-----	-----	342,071 51
*Western.....	Toronto.....	549,204 18	-----	-----	-----	-----	227,976 23
Totals.....	-----	\$37,678,834 66	-----	\$2,479,024 73	\$3,166,030 45	\$5,981,619 36	\$9,970,839 85

*United States Branch statement.

TABLE No. 28—Continued.

NAME.	Location.	Office Salaries.	Taxes.	All other Expenditures.	Total Expenditures.
Atlas	London	\$138,170 42		\$6,222 58	\$762,795 97
*British America	Toronto	12,004 14	\$15,600 29	24,775 84	602,132 28
Caledonian	Edinburgh	58,529 54	5,081 73	36,728 94	632,097 22
*City of London Fire	London	37,870 45	21,186 72	37,427 40	606,646 82
Commercial Union	London	864,655 00		9,059 40	5,290,030 22
Economic Fire	London	22,990 94		22,909 85	76,581 31
*Fire Insurance Association	London	48,391 33	739 58	40,282 22	770,798 23
Guardian	London	321,811 64	16,288 91		2,483,227 76
Hamburg-Bremen	Hamburg	32,041 05	22,078 05		569,888 58
Hamburg-Magdeburg	Hamburg	34,545 96			88,365 74
Helvetia Swiss Fire	St. Gall, Switzerland	52,907 77	11,122 91	40,999 25	557,097 11
*Imperial Fire	London	105,110 39	36,383 20	23,792 74	1,015,695 23
Lancashire	Manchester	378,367 08	38,566 04		3,038,851 89
Lion Fire	London	107,056 00	16,963 00	745 00	910,294 00
Liverpool and London and Globe	Liverpool	455,736 48	128,589 54	686,147 96	7,013,124 25
London	London	248,809 72	35,907 60	5,000 00	3,716,409 79
London and Lancashire	Liverpool	230,681 47	43,676 52	82,908 60	2,177,329 44
London and Provincial Fire	London	74,134 90	1,468 62		747,567 39
Magdeburg Fire	Magdeburg	168,843 46	20,852 94	103,428 46	2,448,860 08
Manchester Fire	Manchester	65,744 84	5,637 55	27,421 56	1,050,826 60
National	Dublin	69,260 00		59,950 00	1,026,970 00
New Zealand	Auckland	296,168 00	8,117 00	14,555 00	1,187,381 00
North British and Mercantile	London	884,025 08	27,504 34	8,367 64	6,080,039 85
North German Fire	London	53,911 66		11,393 02	453,918 42
Northern	Hamburg	610,227 96	60,189 60	28,856 25	4,107,795 47
Norwich Union	Norwich, England	161,105 83	38,754 41	169,404 28	3,067,320 60
Phoenix	London	382,088 00	22,108 34	1,136 91	4,510,502 25
Prussian National	Stettin	28,670 00	5,440 00	46,536 47	477,843 69
*Queen	Liverpool	92,656 80	43,656 31	93,837 79	1,415,471 06
Royal	Liverpool	1,560,500 00			5,214,302 50
*Scottish Union and National	Edinburgh	28,080 31	17,681 00	31,692 27	408,542 95
South British Fire and Marine	Auckland	139,895 00	9,005 00	5,735 00	1,182,195 00
Straits Fire	Singapore	24,443 95			42,922 34
*Sun Fire	London	55,961 91	26,631 26		1,037,513 51
Svea	Gothenburg, Sweden	121,022 56	11,869 33	79,784 29	1,916,981 94

Transatlantic Fire.....	Hamburg.....	48,347 24	10,671 28	59,430 38	507,529 13
Union Fire and Marine.....	Christchurch, N. Z.	86,618 13	4,278 62	-----	487,517 92
*United Fire.....	Manchester.....	51,003 54	-----	-----	1,298,141 53
*Western.....	Toronto.....	24,000 00	24,102 76	79,628 58	1,083,168 66
Totals.....	-----	\$8,176,988 55	\$730,402 45	\$1,844,157 68	\$70,027,897 73

*United States Branch statement.

TABLE NO. 29.

Showing amount of Risks written, Premiums received, and amount of Risks in force on the thirty-first day of December, 1887, with Premiums thereon, of Fire and Marine Insurance Companies doing business in California—Companies of Foreign Countries.

NAME.	Location.	RISKS WRITTEN DURING THE YEAR.			
		Fire.	Premiums.	Marine.	Premiums.
Atlas	London	\$725,723,300 00	\$1,088,585 00	\$10,495,891 00	\$1,088,585 00
*British America	Toronto	50,998,414 00	647,932 03		702,167 79
Caledonian	Edinburgh	346,286,245 00	729,891 27		729,891 27
*City of London Fire	London	55,238,946 00	712,336 13		712,336 13
Commercial Union	London	998,011,580 00	4,525,945 71	153,920,275 00	5,053,500 71
Economic Fire	London	41,842,885 00	146,041 45		146,041 45
*Fire Insurance Association	London	66,978,176 00	837,177 08		837,177 08
Guardian	London	721,160,335 00	2,268,945 00		2,268,945 00
Hamburg-Bremen	Hamburg	241,086,356 00	1,258,697 97		1,258,697 97
Hamburg-Magdeburg	Hamburg	50,953,324 00	280,216 73		280,216 73
Helvetia Swiss Fire	St. Gall, Switzerland	592,961,593 00	1,036,278 65		1,036,278 65
*Imperial Fire	London	109,878,283 00	1,246,268 51		1,246,268 51
Lancashire	Manchester	1,067,244,366 00	3,201,733 10		3,201,733 10
Lion Fire	London	282,386,879 00	1,186,646 00		1,186,646 00
Liverpool and London and Globe	Liverpool	2,056,275,640 00	8,575,055 50		8,575,055 50
London	London	506,846,150 00	1,561,467 81	114,267,855 00	2,793,463 76
London and Lancashire	Liverpool	677,755,587 00	2,368,434 11		2,368,434 11
London and Provincial Fire	London	133,194,000 00	843,152 00		843,152 00
Magdeburg Fire	Magdeburg	No report.			
Manchester Fire	Manchester	329,436,665 00	988,312 10		988,312 10
National	Dublin	186,904,400 00	984,520 00		984,520 00
New Zealand	Auckland	130,984,140 00	840,335 00	70,569,085 00	1,476,530 00
North British and Mercantile	London	2,259,708,813 00	5,949,632 10		5,949,632 10
North German Fire	Hamburg	257,201,178 00	860,288 81		860,288 81
Northern	London	987,941,466 00	3,034,590 85		3,034,590 85
Norwich Union	Norwich, England	1,315,842,000 00	3,471,701 02		3,471,701 02
Phoenix	London	No report.			
Prussian National	Stettin	465,889,043 00	896,892 77	12,498,286 00	928,514 97
*Queen	Liverpool	185,355,926 00	1,811,702 27		1,811,702 27
Royal	Liverpool	No report.			
*Scottish Union and National	Edinburgh	80,842,159 00	911,856 71		911,856 71
South British Fire and Marine	Auckland	184,415,085 00	1,060,341 00	53,374,820 00	1,728,553 00

Straits Fire.....	21,473,394 00	91,685 42	-----	-----	91,685 42
*Sun Fire.....	113,188,159 00	1,162,058 00	-----	-----	1,162,058 00
Svea.....	334,094,275 00	1,398,486 60	-----	-----	1,398,486 60
Transatlantic Fire.....	258,553,317 00	1,351,859 70	-----	-----	1,351,859 70
Union Fire and Marine.....	41,899,975 00	334,192 85	-----	343,951 21	678,144 06
*United Fire.....	124,890,230 00	1,480,433 11	-----	-----	1,480,433 11
*Western.....	69,950,976 00	1,005,852 13	-----	372,096 47	1,377,948 60
Totals	\$16,063,343,260 00	\$51,124,544 49	\$496,343,362 00	\$4,465,893 59	\$64,590,438 08

* United States Branch statement.

TABLE No. 29—Continued.

NAME.	Location.	RISKS IN FORCE DECEMBER 31, 1887.			
		Fire.	Premiums.	Marine.	Premiums.
Atlas	London	\$583,019,965 00	\$874,530 00		\$874,530 00
*British America	Toronto	56,007,634 00	710,979 19		723,704 66
Caledonian	Edinburgh	281,031,565 00	619,942 69	\$492,289 00	619,942 69
*City of London Fire	London	48,005,188 00	648,319 18		648,319 18
Commercial Union	London	635,607,269 00	3,309,263 23		3,860,733 23
Economic Fire	London	27,508,570 00	103,790 56	43,452,000 00	103,790 56
*Fire Insurance Association	London	59,521,096 00	860,922 47		860,922 47
Guardian	London	516,586,260 00	1,978,910 00		1,978,910 00
Hamburg-Bremen	Hamburg	93,521,258 00	681,469 07		681,469 07
Hamburg-Magdeburg	Hamburg	20,028,662 00	106,930 55		106,930 55
Helvetia Swiss Fire	St. Gall, Switzerland	193,953,227 00	346,155 21		346,155 21
*Imperial Fire	London	111,004,190 00	1,320,659 94		1,320,659 94
Lancashire	Manchester	903,438,261 00	2,675,606 01		2,675,606 01
Lion Fire	London	170,036,767 00	876,698 00		876,698 00
Liverpool and London and Globe	Liverpool	1,785,878,690 00	7,956,147 79		7,956,147 79
London	London	486,682,590 00	1,872,022 52	18,638,555 00	2,189,434 37
London and Lancashire	Liverpool	581,702,611 00	2,228,271 17		2,228,271 17
London and Provincial Fire	London	67,690,000 00	522,799 00		522,799 00
Magdeburg Fire	Magdeburg	No report.			
Manchester Fire	Manchester	199,070,000 00	597,210 50		597,210 50
National	Dublin	231,782,000 00	941,047 00		941,047 00
New Zealand	Auckland	113,179,400 00	737,008 00	14,396,615 00	869,557 00
North British and Mercantile	London	1,653,262,600 00	3,996,421 40		3,996,421 40
North German Fire	Hamburg	181,675,512 00	438,283 97		438,283 97
Northern	London	658,627,644 00	2,023,000 57		2,023,000 57
Norwich	Norwich, England	1,154,445,345 00	3,203,375 36		3,203,375 36
Phoenix	London	No report.			
*Prussian National	Stettin	354,253,633 00	427,090 75	46,116 00	432,709 47
*Queen	Liverpool	199,710,648 00	2,123,264 21		2,123,264 21
Royal	Liverpool	No report.			
*Scottish Union and National	Edinburgh	51,810,553 00	591,622 56		591,622 56
South British Fire and Marine	Auckland	135,056,985 00	792,522 00	8,815,295 00	982,655 00
Straits Fire	Singapore	15,770,656 00	50,853 08		50,853 08
*Sun Fire	London	181,346,452 00	1,777,626 20		1,777,626 20
Svea	Gothenburg, Sweden	171,815,593 00	390,432 62		390,432 62

Transatlantic Fire.....	Hamburg.....	106,929,938 00	492,039 03	-----	-----	-----	492,039 03
Union Fire and Marine.....	Christchurch, N. Z.	23,752,750 00	187,425 90	-----	-----	82,638 02	270,063 92
*United Fire.....	Manchester.....	104,395,500 00	1,172,309 75	-----	-----	-----	1,172,309 75
*Western.....	Toronto.....	61,681,452 00	890,093 03	-----	-----	104,010 44	994,103 47
Totals.....	-----	\$12,220,070,404 00	\$48,465,152 51	\$92,114,947 00	\$1,396,556 50	-----	\$49,861,709 01

* United States Branch statement.

TABLE No. 30.

Summary of Assets, Liabilities, Income, Expenditures, etc., of Marine Insurance Companies doing business in California on the thirty-first day of December, 1887.

NAME.	Location.	Cash Capital paid up.	Assets.	Liabilities, Capital not included.	Income.
Alliance Marine	London.....	\$1,000,000 00	\$2,178,634 09	\$297,579 70	\$641,715 00
Australian General	Sydney.....	210,000 00	691,781 00	146,740 00	336,882 00
Batise	Basle, Switzerland	200,000 00	674,516 07	161,341 20	417,815 11
Boston Marine	Boston.....	1,000,000 00	2,382,495 99	631,748 47	1,105,678 93
British and Foreign Marine	Liverpool.....	908,000 00	4,630,519 54	664,545 02	1,075,382 35
Canton	Hong Kong.....	500,000 00	1,347,700 70	215,575 44	781,552 52
China Traders	Hong Kong.....	600,000 00	1,810,382 99	267,955 60	761,013 08
Chine	Hong Kong.....	300,000 00	580,413 03	307,932 99	184,635 13
Fonciere	Paris.....	1,250,000 00	2,049,969 51	330,302 77	1,223,820 61
Franco-Hungarian	Buda-Pesth.....	2,000,000 00	4,738,583 91	1,899,974 16	2,594,647 29
Globe Marine	London.....	500,000 00	611,214 87	113,403 35	400,572 10
Helvetia General	St. Gall, Switzerland	400,000 00	1,308,214 32	418,673 04	530,982 35
International Marine	Liverpool.....	500,000 00	931,535 63	251,270 30	367,110 17
London and Provincial Marine	London.....	500,000 00	1,294,621 95	163,567 62	530,393 18
Magdeburg General	Magdeburg.....	750,000 00	3,274,000 91	2,272,819 52	792,874 16
Mannheim	Mannheim.....	500,000 00	1,564,268 83	511,431 41	968,244 56
Man On	Hong Kong.....	500,000 00	638,324 89	74,224 90	217,574 20
Maritime	Liverpool.....	500,000 00	1,404,757 91	202,519 43	480,828 72
National Marine	London.....	500,000 00	1,836,239 00	312,295 00	1,037,338 00
North China	Shanghai.....	1,165,440 00	1,956,024 72	281,486 90	1,216,258 69
On Tai	Hong Kong.....	416,666 66	684,248 22	6,799 90	274,613 08
Reliance Marine	Liverpool.....	400,000 00	839,312 36	159,314 87	356,437 68
Sea	Liverpool.....	500,000 00	2,073,102 99	455,138 59	596,080 95
Standard Marine	Liverpool.....	500,000 00	1,306,235 90	368,535 45	440,149 10
Straits	Singapore.....	600,000 00	812,085 96	116,833 04	481,044 25
Switzerland Marine	Zurich.....	200,000 00	635,181 14	244,674 11	384,370 38
Thames and Mersey	Liverpool.....	1,000,000 00	5,876,799 00	1,353,123 00	1,681,075 74
The Marine	London.....	900,000 00	5,141,711 00	117,524 00	1,164,115 00
Transatlantic Marine	Berlin.....	226,800 00	692,758 72	277,321 14	515,708 29
Union	Hong Kong.....	250,000 00	1,283,728 96	298,716 00	1,285,384 57
Union Marine	Liverpool.....	711,200 00	2,318,114 00	609,475 22	1,020,863 92
Universal Marine	London.....	500,000 00	2,140,390 08	292,797 50	853,475 12
Yangtze	Shanghai.....	880,000 00	1,128,229 07	164,002 70	443,610 87
Totals		\$20,928,106 66	\$59,936,097 26	\$14,049,642 34	\$25,762,467 10

TABLE No. 30—Continued.

NAME.	Location.	Expenditures.	Losses Incurred during the Year.	Net Surplus.
Alliance Marine.....	London.....	\$680,620 00	\$487,200 00	\$881,054 39
Australian General.....	Sydney.....	237,595 00	174,990 00	335,041 00
Baloise.....	Bale, Switzerland.....	414,944 41	270,144 89	303,174 89
British and Foreign Marine.....	Boston.....	966,461 27	928,748 69	690,747 52
Canton.....	Liverpool.....	1,685,837 75	1,188,677 60	2,997,974 82
China Traders.....	Hong Kong.....	607,798 89	313,971 32	632,125 26
Chinese.....	Hong Kong.....	769,246 66	586,000 00	942,427 39
Fonciere.....	Paris.....	428,129 49	349,565 99	-----
Franco-Hungarian.....	Buda-Pesth.....	1,022,233 47	720,995 50	469,676 74
Globe Marine.....	London.....	2,582,070 90	461,908 55	828,669 75
Helvetia General.....	St. Gall, Switzerland.....	398,686 30	314,648 35	-----
International Marine.....	Liverpool.....	419,623 28	302,981 98	549,541 28
London and Provincial Marine.....	London.....	259,104 69	347,380 78	180,265 33
Magdeburg General.....	Magdeburg.....	590,788 87	432,621 54	631,054 33
Mannheim.....	Mannheim.....	547,286 63	109,840 20	251,181 40
Man On.....	Hong Kong.....	1,210,491 94	1,186,731 51	552,837 42
Maritime.....	Liverpool.....	200,157 20	75,946 20	64,099 99
National Marine.....	London.....	494,336 45	406,835 00	702,238 48
North China.....	Shanghai.....	893,490 00	733,315 00	23,944 00
On Tai.....	Hong Kong.....	1,185,302 09	666,645 39	509,067 82
Reliance Marine.....	Liverpool.....	247,024 58	101,832 84	260,781 66
Sea.....	Liverpool.....	300,934 00	236,695 00	279,997 49
Standard Marine.....	Liverpool.....	642,189 09	501,135 45	1,117,994 39
Straits.....	Liverpool.....	378,180 50	282,656 00	437,700 45
Switzerland Marine.....	Singapore.....	619,200 54	476,140 55	95,252 92
Thames and Mersey.....	Zurich.....	361,750 82	241,185 50	190,507 03
The Marine.....	Liverpool.....	1,834,005 77	1,356,147 00	3,523,676 00
Transatlantic Marine.....	London.....	783,050 00	252,596 50	4,424,187 00
Union.....	Berlin.....	309,911 72	244,881 28	188,637 58
Union Marine.....	Hong Kong.....	746,036 47	786,586 39	735,012 96
Universal Marine.....	Liverpool.....	900,026 14	966,236 60	1,047,438 78
Yangtze.....	London.....	1,008,169 97	759,939 20	1,347,592 58
Shanghai.....	Shanghai.....	570,874 41	345,242 82	84,226 37
Totals.....	-----	\$24,245,500 29	\$16,630,424 34	\$25,278,046 72

TABLE No. 31.

Showing the various items composing the Assets of Marine Insurance Companies doing business in California on the thirty-first day of December, 1887.

NAME.	Location.	Real Estate.	Mortgage Loans.	Stocks and Bonds Owned by the Company.	Collateral Loans.	Cash in Office and Banks.
Alliance Marine.....	London.....	\$100,000 00	-----	\$1,925,912 64	-----	\$65,230 22
Australian General.....	Sydney.....	60,000 00	\$161,500 00	418,500 00	-----	10,455 00
Balaise.....	Basle, Switzerland.....	-----	93,900 00	380,693 30	-----	25,752 08
Boston Marine.....	Boston.....	15,695 01	449,300 00	933,815 38	\$104,780 00	261,705 88
British and Foreign Marine.....	Liverpool.....	33,880 00	-----	3,465,677 16	604,114 83	105,675 69
Canton.....	Hong Kong.....	-----	105,450 00	393,957 22	575,500 00	57,738 91
China Traders.....	Hong Kong.....	18,000 00	365,591 73	478,034 72	-----	796,732 74
Chinese.....	Hong Kong.....	-----	7,500 00	232,117 68	-----	119,212 51
Fonciere.....	Paris.....	245,640 02	-----	607,035 76	-----	659,158 27
Franco-Hungarian.....	Buda-Pesth.....	803,747 64	11,383 80	1,723,723 02	-----	428,987 16
Globe Marine.....	London.....	-----	-----	183,765 88	85,000 00	245,708 98
Helvetia General.....	St. Gall, Switzerland.....	72,800 00	482,095 21	254,116 05	-----	394,635 93
International Marine.....	Liverpool.....	-----	-----	690,875 00	148,750 00	18,380 27
London and Provincial Marine.....	London.....	-----	-----	798,838 10	-----	345,690 34
Magdeburg General.....	Magdeburg.....	82,747 34	2,309,626 25	569,945 44	2,137 50	21,935 76
Mannheim.....	Mannheim.....	45,825 00	461,625 00	300,214 87	-----	117,437 75
Man On.....	Hong Kong.....	36,500 00	137,500 00	-----	-----	339,183 53
Maritime.....	Liverpool.....	-----	-----	1,312,136 89	-----	15,118 77
National Marine.....	London.....	-----	-----	349,786 00	-----	379,326 00
North China.....	Shanghai.....	-----	-----	621,683 46	-----	944,108 93
On Tai.....	Hong Kong.....	244,124 80	-----	-----	-----	432,406 35
Reliance Marine.....	Liverpool.....	-----	224,650 00	-----	161,620 93	14,329 16
Sea.....	Liverpool.....	-----	-----	602,506 25	413,452 87	35,374 58
Standard Marine.....	Liverpool.....	-----	-----	1,407,147 29	28,482 00	283,344 75
Straits.....	Liverpool.....	-----	431,500 00	881,945 00	276,825 00	49,408 34
Switzerland Marine.....	Singapore.....	-----	37,000 00	4,649 40	-----	272,158 39
Thames and Mersey.....	Zurich.....	-----	-----	323,673 70	50,000 00	87,252 00
The Marine.....	Liverpool.....	350,000 00	-----	4,907,911 75	-----	52,701 54
Transatlantic Marine.....	London.....	-----	228,000 00	4,412,676 81	-----	281,847 58
Union.....	Berlin.....	-----	91,666 66	250,797 31	-----	67,742 71
Union Marine.....	Hong Kong.....	-----	15,000 00	731,941 07	106,000 00	190,693 33
Universal Marine.....	Liverpool.....	-----	-----	1,903,024 94	-----	534,433 54
Yangtze.....	London.....	91,856 83	-----	1,703,325 00	-----	-----
Shanghai.....	Shanghai.....	-----	139,700 00	423,193 20	-----	-----
Totals.....	-----	\$2,200,787 64	\$5,743,988 65	\$33,193,596 29	\$2,527,681 16	\$7,687,733 99

TABLE No. 31—Continued.

NAME.	Location.	Interest Due and Accrued.	Premiums in course of Collection.	Bills Receivable, not matured, taken for Marine Risks.	All other Assets.	Total Assets.
Alliance Marine.....	London.....	\$8,776 14	\$72,885 22	\$1,239 87	\$4,500 00	\$2,178,634 09
Australian General.....	Sydney.....	6,435 00	34,390 00	---	301 00	691,781 00
Baloise.....	Basle, Switzerland.....	2,865 08	171,329 61	---	---	674,516 07
Boston Marine.....	Boston.....	5,538 87	170,007 16	441,082 69	---	2,382,495 99
British and Foreign Marine.....	Liverpool.....	10,916 25	205,786 19	34,402 03	170,067 36	4,630,519 54
Canton.....	Hong Kong.....	21,610 43	172,270 61	20,673 53	---	1,347,700 70
China Traders.....	Hong Kong.....	13,532 57	145,431 23	---	---	1,810,382 99
Chinese.....	Hong Kong.....	7,652 15	205,304 97	5,647 68	3,000 00	580,413 03
Fonciere.....	Paris.....	---	520,808 35	---	2,978 04	2,049,909 51
Franco-Hungarian.....	Buda-Pesth.....	---	653,493 33	256,240 23	851,006 73	4,728,583 91
Globe Marine.....	London.....	2,435 22	89,716 59	2,288 77	2,239 43	611,214 87
Helvetia General.....	St. Gall, Switzerland.....	11,422 99	123,175 51	---	24,968 63	1,368,214 32
International Marine.....	Liverpool.....	1,197 58	53,289 14	9,767 36	9,276 28	931,535 63
London and Provincial Marine.....	London.....	---	148,958 79	---	1,134 72	1,294,621 95
Magdeburg General.....	Magdeburg.....	225 36	178,993 84	3,607 78	104,781 64	3,274,000 91
Mannheim.....	Mannheim.....	4,072 57	428,614 19	48,986 25	157,493 20	1,564,268 83
Man On.....	Hong Kong.....	3,064 42	122,076 94	---	---	638,324 89
Maritime.....	Liverpool.....	---	76,884 27	---	617 98	1,404,757 91
National Marine.....	London.....	7,954 00	94,722 00	971 00	3,480 00	836,239 00
North China.....	Shanghai.....	8,044 07	138,063 46	---	---	1,956,024 72
On Tai.....	Hong Kong.....	4,613 67	22,578 20	---	---	684,248 22
Reliance Marine.....	Liverpool.....	3,135 74	48,833 85	---	8,886 43	839,312 36
Sea.....	Liverpool.....	5,877 52	176,884 35	8,808 12	25,858 26	2,073,102 99
Standard Marine.....	Liverpool.....	---	114,455 00	3,547 32	981 58	1,306,235 90
Straits.....	Singapore.....	8,765 00	83,826 81	---	---	812,085 95
Switzerland Marine.....	Zurich.....	---	108,050 59	83,371 71	33,676 80	635,181 14
Thames and Mersey.....	Liverpool.....	75,138 25	534,078 00	30,612 08	8,305 53	5,876,799 00
The Marine.....	London.....	1,494 00	267,635 00	13,645 00	9,028 19	5,141,711 00
Transatlantic Marine.....	Berlin.....	---	140,331 90	20,927 97	---	692,758 72
Union.....	Hong Kong.....	54,348 21	123,925 44	---	---	1,283,728 96
Union Marine.....	Liverpool.....	18,575 42	201,939 94	---	55,830 99	2,368,114 00
Universal Marine.....	London.....	---	151,496 40	---	3,018 52	2,140,390 03
Yangtze.....	Shanghai.....	---	30,572 22	8 94	321 17	1,128,229 07
Totals.....	---	\$285,690 51	\$5,811,711 10	\$985,828 33	\$1,499,079 59	\$59,936,097 26

TABLE No. 32.

Showing the various items composing the Liabilities, except Capital Stock, of Marine Insurance Companies doing business in California on the thirty-first day of December, 1887.

NAME.	Location.	Losses Adjusted.	Losses Unadjusted.	Losses Resisted.	Cash Dividends.
Alliance Marine.....	London.....		\$74,000 00		\$8,479 50
Australian General.....	Sydney.....		56,500 00		
Baloise.....	Basle, Switzerland.....		75,148 40		123 20
Boston Marine.....	Boston.....	\$5,306 00	289,259 00	\$20,750 00	
British and Foreign Marine.....	Liverpool.....	6,050 00	268,155 36		801 02
Canton.....	Hong Kong.....	35,816 53	94,142 00		2,355 00
China Traders.....	Hong Kong.....		136,000 00		9,695 00
Chinese.....	Hong Kong.....	25,905 49			394 00
Fonciere.....	Paris.....	66,857 76			7,012 14
Franco-Hungarian.....	Buda-Pesth.....	221,474 58			2,591 71
Globe Marine.....	London.....	4,717 62			
Helvetia General.....	St. Gall, Switzerland.....	294,238 46			
International Marine.....	Liverpool.....	5,450 87	101,165 00		52 50
London and Provincial Marine.....	London.....		29,735 00	8,000 00	
Magdeburg General.....	Magdeburg.....		38,030 00		1,292 94
Mannheim.....	Mannheim.....	155,483 45			2,226 38
Man On.....	Hong Kong.....	12,000 00			50,000 00
Maritime.....	Liverpool.....	94,235 00			
National Marine.....	London.....		17,750 00		5 00
North China.....	Shanghai.....	80,000 00			986 90
On Tai.....	Hong Kong.....		4,563 47		
Reliance Marine.....	Liverpool.....	57,500 00			241 25
Sea.....	Liverpool.....	19,369 02	217,915 00	4,500 00	150 00
Standard Marine.....	Liverpool.....		152,195 00		
Straits.....	Singapore.....	40,000 00			30,000 00
Switzerland Marine.....	Zurich.....	190,770 00	101,016 00		407 00
Thames and Mersey.....	Liverpool.....	32,150 00			1,839 50
The Marine.....	London.....	57,405 75	17,664 00		
Transatlantic Marine.....	Berlin.....		292,500 00		1,612 56
Union.....	Hong Kong.....	200,000 00			
Union Marine.....	Liverpool.....	1,750 00			1,214 88
Universal Marine.....	London.....	29,000 00	86,400 00		2,258 77
Yangtze.....	Shanghai.....				
Totals.....		\$1,568,480 53	\$2,000,913 23	\$33,250 00	\$123,760 25

TABLE No. 32—Continued.

NAME.	Location.	Marine Reinsurance.	All other Claims.	Total Liabilities, Capital not included.	Net Surplus.
Alliance Marine.....	London.....	\$189,690 00	\$25,350 20	\$297,579 70	\$881,054 39
Australian General.....	Sydney.....	62,500 00	27,650 00	146,740 00	335,041 00
Balaise.....	Basle, Switzerland.....	86,039 60	---	161,341 20	303,174 89
Boston Marine.....	Boston.....	376,433 47	---	691,748 47	690,747 52
British and Foreign Marine.....	Liverpool.....	320,141 80	69,396 84	694,545 02	2,997,974 52
Canton.....	Hong Kong.....	47,573 89	35,688 02	215,575 44	632,125 26
China Traders.....	Hong Kong.....	107,961 04	14,298 56	267,955 00	942,427 39
Chinese.....	Hong Kong.....	80,002 00	201,651 50	307,952 99	---
Fonciere.....	Paris.....	208,755 62	47,677 25	330,302 77	469,676 74
Franco-Hungarian.....	Buda-Pesth.....	54,959 90	1,620,947 97	1,899,974 16	828,609 75
Globe Marine.....	London.....	90,037 00	18,628 73	113,403 35	---
Helvetia General.....	St. Gall, Switzerland.....	67,002 70	117,431 88	418,673 04	549,541 28
International Marine.....	Liverpool.....	118,637 70	25,964 23	251,270 30	180,265 33
London and Provincial Marine.....	London.....	116,836 50	8,996 12	163,517 62	631,054 33
Magdeburg General.....	Magdeburg.....	17,007 40	2,216,489 18	2,272,819 52	251,181 40
Mannheim.....	Mannheim.....	210,146 58	143,575 00	511,431 41	552,837 42
Man On.....	Hong Kong.....	12,224 90	---	74,224 90	64,039 99
Maritime.....	Liverpool.....	95,520 00	12,764 43	202,519 43	702,238 48
National Marine.....	London.....	294,540 00	---	312,205 00	23,944 00
North China.....	Shanghai.....	200,000 00	500 00	281,486 90	509,097 82
On Tai.....	Hong Kong.....	2,236 43	---	6,799 90	260,781 66
Reliance Marine.....	Liverpool.....	81,203 40	20,370 22	159,314 87	279,997 49
Sea.....	Liverpool.....	143,190 87	70,013 70	455,138 59	1,117,964 39
Standard Marine.....	Liverpool.....	133,835 00	82,505 45	398,535 45	437,700 45
Straits.....	Singapore.....	45,000 00	1,833 04	116,833 04	95,252 92
Switzerland Marine.....	Zurich.....	60,768 47	82,482 64	244,674 11	190,507 03
Thames and Mersey.....	Liverpool.....	886,365 00	274,128 50	1,353,123 00	3,523,676 00
The Marine.....	London.....	67,710 00	---	117,524 00	4,424,187 00
Transatlantic Marine.....	Berlin.....	59,753 24	158,549 59	277,321 14	188,637 58
Union Marine.....	Hong Kong.....	66,216 00	---	298,716 00	735,012 96
Universal Marine.....	Liverpool.....	175,335 71	232,924 63	609,475 22	1,047,438 78
Yangtze.....	London.....	282,332 50	---	292,737 50	1,347,592 58
Shanghai.....	Shanghai.....	7,331 00	46,012 93	164,002 70	84,226 37
Totals.....	---	\$4,767,427 72	\$5,555,810 61	\$14,049,642 34	\$25,278,066 72

TABLE No. 33.

Showing the various items composing the Incomes of Marine Insurance Companies doing business in California on the thirty-first day of December, 1887.

NAME.	Location.	Marine Premiums.	Interest on Bonds and Mortgages.	Interest and Dividends from other sources.	Received from all other sources.	Total Income.
Alliance Marine	London	\$578,300 00	---	\$63,415 00	---	\$641,715 00
Australian General	Sydney	304,692 00	---	31,315 00	\$875 00	336,882 00
Baloise	Basle, Switzerland	390,525 74	---	20,375 33	6,914 04	417,815 11
Boston Marine	Boston	1,033,397 32	---	72,281 61	---	1,105,678 93
British and Foreign Marine	Liverpool	1,515,032 28	---	100,421 21	128 86	1,675,582 35
Canton	Hong Kong	726,144 75	---	19,386 87	1,558 35	781,532 92
China Traders	Hong Kong	671,102 53	---	89,536 65	373 90	761,013 08
Chinese	Hong Kong	164,872 80	---	18,454 22	195 00	184,635 13
Fonciere	Paris	1,178,767 13	1,112 11	45,053 48	---	1,223,890 61
Franco-Hungarian	Buda-Pesth	447,074 55	---	182,599 23	1,964,993 48	2,594,667 29
Globe Marine	London	375,875 45	---	24,069 80	26 85	400,572 10
Helvetia General	St. Gall, Switzerland	497,950 07	---	33,032 28	---	530,982 35
International Marine	Liverpool	299,390 03	---	30,103 89	37,616 25	397,110 17
London and Provincial Marine	London	486,506 10	---	43,887 08	---	530,393 18
Magdeburg General	Magdeburg	137,284 67	93,217 05	20,394 80	---	732,874 16
Mannheim	Mannheim	946,611 25	17,460 26	4,173 05	---	968,244 56
Man On	Hong Kong	191,046 20	8,450 00	12,154 00	5,104 00	217,574 20
Maritime	Liverpool	430,304 27	---	47,998 91	2,525 54	480,898 72
National Marine	London	1,005,508 00	---	28,830 00	---	1,037,338 00
North China	Shanghai	1,151,484 20	---	63,824 49	950 00	1,216,258 69
On Tai	Hong Kong	233,153 78	11,550 00	16,987 46	12,921 84	274,613 08
Reliance Marine	Liverpool	331,345 16	---	24,946 27	146 25	356,437 68
Sea	Liverpool	525,925 87	---	70,086 33	68 75	596,080 95
Standard Marine	Liverpool	399,462 70	---	40,086 40	---	440,149 10
Straits	Singapore	428,785 40	---	51,080 57	1,178 28	481,044 25
Switzerland Marine	Zurich	365,217 97	1,522 50	17,629 91	---	384,370 38
Thames and Mersey	Liverpool	1,492,063 77	---	170,350 50	18,061 47	1,681,075 74
The Marine	London	981,408 00	---	182,707 00	---	1,164,115 00
Transatlantic Marine	Berlin	497,678 84	9,294 07	8,205 80	529 58	515,708 29
Union	Hong Kong	1,230,108 00	---	53,276 57	---	1,285,384 57
Union Marine	Liverpool	952,422 74	637 50	67,763 06	40 62	1,020,863 92
Universal Marine	London	781,563 06	---	71,912 06	---	853,475 12
Yangtze	Shanghai	386,721 44	13,121 35	44,032 65	735 43	443,610 87
Totals	---	\$21,141,346 07	\$193,027 39	\$1,833,571 51	\$2,591,522 13	\$25,762,467 10

TABLE No. 34.

Showing the various items composing the Expenditures of Marine Insurance Companies doing business in California on the thirty-first day of December, 1887.

NAME.	Location.	Marine Losses.	Dividends.	Brokerage and Commissions.	Office Salaries.	Taxes.	All other Expenditures.	Total Expenditures.
Alliance Marine	London	\$471,240 00	\$74,400 00	---	\$134,980 00	---	---	\$680,620 00
Australian General	Sydney	174,990 00	31,500 00	---	31,106 00	---	---	237,595 00
Balaise	Basle, Switz.	270,144 41	68,000 00	\$48,958 61	27,811 38	---	---	414,944 40
Boston Marine	Boston	681,618 74	100,000 00	49,279 39	38,406 10	\$17,887 35	\$79,269 69	946,461 27
British and Foreign Marine	Liverpool	1,188,677 60	246,200 00	11,001 00	159,946 75	19,239 16	10,743 24	1,655,837 75
Canton	Hong Kong	293,511 46	49,850 00	21,683 24	50,981 35	185,772 84	185,772 84	607,798 89
China Traders	Hong Kong	387,444 59	122,033 75	18,025 67	118,531 38	123,180 27	428,129 49	769,246 66
Chinese	Hong Kong	349,565 99	24,000 00	8,365 70	40,841 55	5,355 25	---	1,022,233 47
Fonctere	Paris	720,995 30	---	182,997 23	118,240 74	---	---	2,582,070 90
Franco-Hungarian	Buda-Pesth.	461,908 55	150,000 00	254,754 59	247,018 29	1,076 25	1,468,349 47	398,686 30
Globe Marine	London	314,648 35	24,270 83	4,799 25	53,391 62	10,504 04	500 00	419,623 28
Helvetia General	St. Gall, Switz.	302,981 98	---	65,489 31	40,647 95	---	---	259,104 59
International Marine	Liverpool	1,85,632 03	75,000 00	7,646 81	32,140 65	1,485 33	10,446 58	530,788 87
London and Provincial Marine	London	432,621 54	62,500 00	12,186 25	56,122 43	3,290 87	16,107 22	547,286 63
Magdeburg General	Magdeburg	110,052 30	---	71,668 45	67,002 95	695 03	345,190 10	1,240,491 94
Mannheim	Mannheim	1,018,372 85	36,198 12	---	---	681 55	15,868 77	200,157 30
Man On	Hong Kong	75,946 20	50,000 00	22,802 30	10,500 00	1,311 50	39,597 30	494,336 45
Maritime	Liverpool	389,897 75	50,000 00	8,700 01	34,864 00	344 66	22,800 00	893,490 00
National Marine	London	682,775 00	15,000 00	122,620 00	50,295 00	---	---	1,185,302 09
North China	Shanghai	606,645 39	376,233 51	17,875 51	124,411 68	100 00	48,225 32	247,924 58
On Tai	Hong Kong	101,832 84	50,000 00	8,896 81	36,809 61	1,230 00	---	300,354 34
Reliance Marine	Liverpool	206,694 58	40,000 00	---	50,502 17	3,737 25	258 68	642,189 09
Sea	Liverpool	521,274 60	49,900 00	20,000 00	46,397 02	4,358 79	---	378,180 50
Standard Marine	Liverpool	314,830 50	25,000 00	---	38,350 00	---	---	619,200 54
Straits	Liverpool	476,140 55	60,000 00	23,643 08	59,416 91	7,942 64	9,831 73	391,750 82
Switzerland Marine	Zurich	241,186 50	25,533 00	28,901 45	48,295 50	---	---	1,831,005 77
Thames and Mersey	Liverpool	1,356,147 27	299,484 00	---	173,980 66	4,393 84	---	783,050 00
The Marine	London	252,596 50	400,000 00	---	130,453 50	---	---	309,911 72
Transatlantic Marine	Berlin	244,881 28	---	30,894 78	33,549 64	586 02	---	746,636 47
Union	Hong Kong	554,086 59	35,204 29	35,204 29	90,354 93	663,390 66	---	900,026 14
Union Marine	Liverpool	766,236 60	53,340 00	6,908 50	73,481 04	---	---	1,008,169 97
Universal Marine	London	759,939 20	137,500 00	---	110,730 77	---	---	---
Yangtze	Shanghai	373,958 52	70,906 88	22,956 91	49,081 03	5,122 28	48,848 79	570,874 41
Totals	---	\$15,351,875 76	\$2,816,946 09	\$1,109,321 17	\$2,396,064 80	\$83,460 54	\$2,507,891 93	\$24,265,560 29

TABLE No. 35.

Showing the amount of Risks written, Premiums received, and the amount of Risks in force on the thirty-first day of December, 1887, with Premiums thereon, of Marine Insurance Companies doing business in California.

NAME.	Location.	Marine Risks written during the Year.	Premiums.	Marine Risks in force December 31, 1887.	Premiums.
Alliance Marine	London	\$125,136,705 00	\$787,020 00	\$15,160,895 00	\$189,690 00
Australian General	Sydney	19,003,820 00	314,421 00	3,418,240 00	62,590 00
Baloise	Basle, Switzerland	538,497,554 00	553,695 93	45,937,280 00	86,039 60
Boston Marine	Boston	124,176,851 00	1,274,721 94	9,618,692 00	376,433 47
British and Foreign Marine	Liverpool	327,455,377 00	2,076,050 24	20,687,748 00	251,491 24
Canton	Hong Kong	140,887,873 00	490,380 39	4,377,296 00	61,484 70
China Traders	Hong Kong	100,000,000 00	821,816 72	13,000,000 00	108,000 00
Chinese	Hong Kong	57,972,592 00	689,561 29		
Fonciere	Paris		1,138,382 74		208,755 62
Franco-Hungarian	Buda-Pesth			5,334,870 00	54,959 90
Globe Marine	London	76,940,055 00	545,939 17	12,419,675 00	90,057 00
Helvetia General	St. Gall, Switzerland	610,821,988 00	670,054 34	5,881,170 00	67,002 70
International Marine	Liverpool	38,210,475 00	289,390 03	6,531,420 00	118,638 01
London and Provincial Marine	London	132,726,705 00	648,011 68	17,487,120 00	116,836 50
Magdeburg General	Magdeburg	160,077,115 00	175,119 65	1,982,254 00	17,007 40
Mannheim	Mannheim	350,322,494 00	1,528,599 80	19,386,050 00	137,273 93
Man On	Hong Kong	55,100,920 00	191,666 20	3,656,300 00	12,224 90
Maritime	Liverpool	72,915,620 00	430,300 00	8,532,180 00	136,000 00
National Marine	London	64,377,405 00	1,053,815 00	14,527,240 00	294,540 00
North China	No report.				
On Tai	Hong Kong	63,395,091 00	258,516 00	894,572 00	4,472 86
Reliance Marine	Liverpool	49,756,915 00	398,435 72	6,121,835 00	109,913 12
Sea	Liverpool	90,954,700 00	643,180 87	9,450,365 00	143,190 87
Standard Marine	Liverpool	37,743,720 00	399,465 00	6,913,080 00	133,835 00
Strats	Singapore.	63,098,011 00	428,785 40	9,467,667 00	61,063 67
Switzerland Marine	Zurich				60,768 47
Thames and Mersey	Liverpool	184,971,035 00	1,653,070 00	46,923,950 00	886,365 00
The Marine	London	No report.			
Transatlantic Marine	Berlin	135,534,695 00	505,066 32	8,222,913 00	59,753 24
Union	Hong Kong	221,522,653 00	1,415,835 56	5,723,984 00	44,144 00
Union Marine	Liverpool			18,222,935 00	237,777 52
Universal Marine	London	95,044,315 00	953,464 91	12,453,490 00	315,284 60
Yangtze	Shanghai	76,261,160 00	433,595 70	610,910 00	7,331 00
Totals		\$4,013,535,804 00	\$21,278,361 60	\$332,973,033 00	\$4,453,814 32

TABLE No. 36—RECAPITULATION.

Summary of Assets, Liabilities, Income, Expenditures, etc., of Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1887.

NAME.	Cash Capital paid up.	Assets.	Liabilities, Capital not included.	Income.	Expenditures.	Losses Incurred during the Year.	Net Surplus.
California companies.....	\$5,950,000 00	\$9,990,839 38	\$2,926,544 93	\$5,076,735 04	\$4,674,253 00	\$2,479,586 45	\$1,130,223 95
Companies of other States.....	39,628,700 00	120,030,241 13	51,035,442 20	58,102,719 61	56,100,722 88	33,140,377 49	28,398,088 46
Companies of foreign countries.....	28,777,076 08	228,589,742 78	138,126,873 57	73,721,482 28	70,027,897 73	40,355,580 46	61,482,289 06
Marine companies.....	20,928,106 66	59,836,097 26	14,049,642 34	25,762,467 10	24,265,560 29	16,630,424 34	25,278,066 72
Totals.....	\$95,283,882 74	\$418,526,920 55	\$206,138,503 04	\$102,663,404 03	\$155,068,433 90	\$92,605,938 74	\$116,288,668 19

TABLE No. 37—RECAPITULATION.

Showing the various items composing the Assets of Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1887.

NAME.	Real Estate.	Mortgage Loans.	Stocks and Bonds Owned.	Collateral Loans.	Cash in Office and Banks.
California companies.....	\$1,079,630 99	\$2,259,951 86	\$4,400,559 43	\$260,850 00	\$905,171 32
Companies of other States	10,697,370 63	19,712,452 53	70,254,855 75	4,257,470 25	7,083,195 01
Companies of foreign countries	18,694,589 53	49,572,911 74	104,815,519 61	12,036,809 28	10,305,551 80
Marine companies	2,200,787 64	5,743,988 65	33,193,596 29	2,527,681 16	7,687,733 99
Totals.....	\$32,672,378 79	\$77,289,364 78	\$212,664,531 09	\$19,112,810 70	\$25,981,652 12
NAME.	Interest Due and Accrued.	Premiums in course of Collection.	Bills Receivable, not matured, taken for Fire, Marine, and Inland risks.	All other Assets.	Total Assets.
California companies.....	\$73,619 60	\$863,711 06	\$125,026 07	\$22,309 05	\$9,960,839 38
Companies of other States	584,489 68	6,127,992 58	1,072,589 41	269,825 27	120,070,241 13
Companies of foreign countries	1,578,933 28	10,339,592 80	556,373 99	20,609,440 75	228,539,742 78
Marine companies	285,690 51	5,811,711 10	985,828 33	1,499,079 59	59,936,097 26
Totals.....	\$2,522,733 07	\$23,142,977 54	\$2,739,817 80	\$22,400,654 65	\$418,526,920 55

TABLE No. 38—RECAPITULATION.

Showing the various items composing the Liabilities of Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1887.

NAME.	Losses Adjusted.	Losses Unadjusted.	Losses Resisted.	Cash Dividends remaining unpaid.	Fire Reinsurance.
California companies.....	\$111,866 74	\$168,840 83	\$25,659 73	\$3,338 50	\$2,308,394 52
Companies of other States.....	1,907,731 25	3,049,788 68	552,193 45	53,188 54	44,171,556 14
Companies of foreign countries.....	5,714,036 47	1,555,677 77	161,813 85	395,437 25	33,010,369 49
Marine companies.....	1,568,480 53	2,000,913 23	33,250 00	123,760 25	-----
Totals.....	\$9,302,114 99	\$6,775,220 51	\$772,917 03	\$575,724 54	\$79,490,320 15
NAME.		Marine Reinsurance.	All other Claims.	Total Liabilities, Capital Stock not included.	Net Surplus.
California companies.....		\$202,189 04	\$106,255 57	\$2,926,544 93	\$1,130,223 95
Companies of other States.....		512,784 44	788,199 70	51,035,442 20	23,398,088 46
Companies of foreign countries.....		1,395,526 41	95,894,012 33	138,126,873 57	61,482,289 06
Marine companies.....		4,767,427 72	5,555,810 61	14,049,642 34	25,278,066 72
Totals.....		\$6,877,927 61	\$102,344,278 21	\$206,138,503 04	\$116,288,668 19

TABLE NO. 39—RECAPITULATION.

Showing the various items composing the Incomes of Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1887.

NAME.	Fire Premiums.	Marine Premiums.	Interest on Mortgage Loans.	Interest and Dividends from other sources.	Rents.	From all other sources.	Total Income.
California companies.....	\$4,095,189 24	\$550,038 13	\$119,156 79	\$247,541 73	\$58,039 02	\$6,710 13	\$5,076,735 01
Companies of other States	49,544,240 68	3,291,846 91	1,086,378 83	3,750,992 83	337,648 99	111,701 37	58,102,719 41
Companies of foreign countries	61,239,825 34	3,567,340 06	-----	5,478,685 11	-----	3,435,611 77	73,721,482 28
Marine companies.....	-----	21,141,346 07	193,027 39	1,833,571 51	-----	2,594,522 13	25,762,467 10
Totals.....	\$114,879,255 26	\$28,550,591 17	\$1,398,563 01	\$11,290,701 18	\$395,748 01	\$6,148,545 40	\$102,693,404 03

TABLE NO. 40—RECAPITULATION.

Showing the various items composing the Expenditures of Fire and Marine Insurance Companies doing business in California on the thirty-first day of December, 1887.

NAME.	Fire Losses.	Marine Losses.	Dividends.	Brokerage and Commissions.	Office Salaries.	Taxes.	All other Expenditures.	Total Expenditures.
California companies.....	\$2,136,657 61	\$287,447 09	\$404,647 00	\$892,285 13	\$388,802 71	\$73,041 91	\$441,371 55	\$4,674,253 00
Companies of other States.....	29,158,129 98	3,095,293 92	4,651,749 06	9,624,014 06	4,155,939 96	1,281,151 34	4,134,414 56	56,100,722 88
Companies of foreign countries	37,678,834 66	2,479,024 73	5,991,619 36	9,970,839 85	8,176,988 55	730,402 45	5,010,188 13	70,021,897 73
Marine companies	-----	15,351,875 76	2,816,946 09	1,109,321 17	2,393,004 80	83,400 54	2,507,891 93	24,265,800 29
Totals	\$68,973,622 25	\$21,213,641 50	\$13,914,961 51	\$21,586,400 21	\$15,117,826 02	\$2,168,036 24	\$12,093,806 17	\$153,068,433 90

TABLE No. 41—RECAPITULATION.

Showing amount of Risks written, Premiums received, and amount of Risks in force on the thirty-first day of December, 1887, with Premiums thereon, of Fire and Marine Insurance Companies doing business in California.

NAME.	RISKS WRITTEN DURING THE YEAR.				
	Fire.	Premiums.	Marine.	Premiums.	Total Premiums.
California companies	\$366,860,751 00	\$5,324,737 50	\$65,188,055 00	\$1,028,964 30	\$6,353,701 80
Companies of other States	5,520,247,823 00	58,967,887 16	782,033,049 00	4,398,803 98	63,366,691 14
Companies of foreign countries	16,063,343,260 00	61,124,544 49	496,343,362 00	4,465,893 59	64,590,438 08
Marine companies	-----	-----	4,013,535,804 00	21,278,361 00	21,278,361 00
Totals	\$21,950,451,834 00	\$125,417,169 15	\$5,357,100,290 00	\$31,172,023 47	\$155,589,192 62
NAME.	RISKS IN FORCE DECEMBER 31, 1887.				
	Fire.	Premiums.	Marine.	Premiums.	Total Premiums.
California companies	\$306,210,404 00	\$4,414,021 85	\$7,289,759 00	\$340,757 87	\$4,754,779 72
Companies of other States	7,063,529,881 00	80,426,345 36	32,700,067 00	595,135 88	81,021,481 24
Companies of foreign countries	12,220,070,404 00	48,465,152 51	92,114,947 00	1,396,556 50	49,861,709 01
Marine companies	-----	-----	332,973,033 00	4,463,814 32	4,463,814 32
Totals	\$19,589,810,689 00	\$133,305,519 72	\$465,077,806 00	\$6,786,264 57	\$140,091,784 29

TABLE No. 42.

Showing the various items composing the Assets of Life Insurance Companies doing business in California on the thirty-first day of December, 1887.

NAME.	Location.	Loans on Mortgages.	Collateral Loans.	Stock and Bonds.	Cash in Office and Banks.	Real Estate.
Pacific Mutual Life.....	San Francisco.....	\$1,035,678 33	\$1,711 94	\$105,787 50	\$134,333 43	\$144,482 76
Aetna Life.....	Hartford.....	15,871,829 42	720,320 56	9,906,408 88	3,111,172 55	403,494 29
Brooklyn Life.....	New York.....	597,279 00	3,500 00	503,810 57	96,372 40	250,309 19
Connecticut Mutual Life.....	Hartford.....	32,844,664 04	393,933 00	9,582,949 65	788,856 67	9,790,114 65
Equitable Life.....	New York.....	23,548,376 48	507,000 00	28,008,320 00	7,657,937 50	29,945,923 61
Germania Life.....	New York.....	7,222,547 10	-----	3,927,504 09	193,980 56	1,242,277 93
Hartford Life.....	Hartford.....	313,175 01	2,000 00	125,789 50	71,971 77	226,949 97
Home Life.....	New York.....	925,350 00	698,950 00	3,401,287 50	82,446 98	191,577 44
Manhattan Life.....	New York.....	3,546,402 13	3,523,562 50	2,107,125 00	411,126 09	550,403 25
Mutual Benefit Life.....	Newark.....	19,959,583 42	3,515,500 00	10,467,706 33	750,438 67	1,481,481 80
Mutual Life.....	New York.....	49,615,208 06	9,515,100 00	43,439,877 81	2,619,362 66	10,644,073 37
National Life.....	Montpelier, Vt.....	1,774,071 05	54,000 00	1,844,203 17	86,090 72	203,007 81
New England Mutual Life.....	Boston.....	2,830,750 00	1,574,046 76	11,026,256 88	656,889 94	1,636,959 57
New York Life.....	New York.....	15,969,372 78	1,867,500 00	52,255,814 83	3,038,489 00	6,887,042 59
Northwestern Mutual Life.....	Milwaukee.....	24,211,495 86	-----	606,607 05	837,831 43	1,320,530 81
Penn Mutual Life.....	Philadelphia.....	3,454,252 76	1,325,136 25	5,645,621 00	784,927 20	818,114 92
Travelers.....	Hartford.....	3,622,506 20	198,155 00	4,059,800 15	502,319 56	818,114 92
Union Central Life.....	Cincinnati.....	2,641,264 14	-----	12,650 00	32,451 27	231,865 00
Union Mutual Life.....	Portland, Maine.....	1,030,665 37	219,327 05	2,534,917 35	114,329 87	1,361,273 21
United States Life.....	New York.....	2,749,949 53	138,861 89	2,269,376 86	79,202 71	102,290 00
Washington Life.....	New York.....	6,791,998 67	-----	827,250 00	106,204 04	568,131 95
Totals.....	-----	\$220,595,479 35	\$24,253,604 95	\$192,659,024 11	\$21,529,123 06	\$59,785,211 53

TABLE No. 42—Continued.

NAME.	Location.	Premium Notes.	Interest Due and Accrued.	Net Uncollected Premiums.	All other admitted Assets.	Total Assets.
Pacific Mutual Life.....	San Francisco	\$48,807 40	\$49,266 32	\$87,490 53	\$34,579 33	\$1,672,137 54
Ætna Life.....	Hartford.....	1,840,840 68	526,294 06	170,268 01	-----	32,550,688 45
Brooklyn Life.....	New York.....	141,104 17	12,476 84	29,445 44	3,685 87	1,607,983 68
Connecticut Mutual Life.....	Hartford.....	2,102,949 15	1,025,110 14	87,573 20	10,970 43	56,627,120 93
Equitable Life.....	New York.....	-----	755,077 22	1,496,733 00	57,284 39	82,975,682 20
Germania Life.....	New York.....	168,541 52	59,290 22	251,260 95	7,835 00	13,073,247 37
Hartford Life.....	Hartford.....	104,648 50	6,049 88	1,601 47	744,398 17	1,586,604 27
Home Life.....	New York.....	645,242 52	31,172 41	133,287 44	1,594 93	6,110,909 42
Manhattan Life.....	New York.....	976,428 75	117,861 77	196,918 64	3,368 32	11,433,196 45
Mutual Benefit Life.....	Newark.....	4,242,886 85	604,645 18	324,307 58	724,112 26	42,116,662 09
Mutual Life.....	New York.....	-----	1,000,391 19	1,440,893 61	-----	118,274,966 70
National Life.....	Montpelier, Vt.	37,946 81	70,102 29	74,366 94	261,526 41	4,405,315 20
New England Mutual Life.....	Boston.....	989,447 09	190,017 58	148,419 46	20,643 30	19,073,430 58
New York Life.....	New York.....	388,799 44	475,889 42	1,610,797 15	12,588 17	82,506,353 97
Northwestern Mutual Life.....	Milwaukee.....	857,535 04	424,205 62	570,981 13	7,168 21	28,836,355 15
Penn Mutual Life.....	Hartford.....	587,721 49	70,313 31	259,733 69	293,222 45	12,538,092 59
Travelers.....	Philadelphia.....	-----	81,113 41	213,084 07	94,156 00	9,584,249 31
Union Central Life.....	Cincinnati.....	446,859 66	57,102 96	212,876 20	133,511 33	3,768,580 56
Union Mutual Life.....	Portland, Maine.....	546,432 02	57,483 39	109,468 63	1,005 64	6,014,522 33
United States Life.....	New York.....	142,075 28	65,575 00	151,032 92	-----	5,698,275 19
Washington Life.....	New York.....	-----	76,162 25	237,313 48	200,418 43	8,807,478 83
Totals.....	-----	\$14,268,286 37	\$5,755,601 46	\$7,806,853 54	\$2,612,668 64	\$549,265,853 01

TABLE No. 43.

Showing the various items composing the Liabilities, Capital Stock not included, of Life Insurance Companies doing business in California on the thirty-first day of December, 1887.

NAME.	Location.	Losses Adjusted and in process of Adjustment.	Losses Resisted.	Net Value of Outstanding Policies (American Table), Interest 4, per cent.	Unpaid Dividends due Policy Holders.	All other Liabilities.	Total Liabilities.	Surplus as regards Policy Holders.
Pacific Mutual Life	San Francisco	\$1,970 00		\$1,471,166 23			\$1,473,136 23	\$160,001 31
Ætna Life	Hartford	152,829 00	\$28,500 00	25,103,184 00	\$139,194 13	\$9,274 13	25,438,981 26	7,111,707 19
Brooklyn Life	New York	19,049 00		1,328,421 00	2,182 25	5,214 00	1,355,406 25	252,517 43
Connecticut Mutual Life	Hartford	287,588 25	5,000 00	47,308,506 00	179,410 00	322,416 52	48,097,920 77	8,528,290 16
Equitable Life	New York	261,264 00		61,088,043 00	101,544 00	119,105 00	61,569,956 00	21,405,726 20
Germania Life	New York	103,587 98	5,000 00	10,983,955 00	49,110 51	42,527 62	11,186,181 11	1,887,006 26
Hartford Life	Hartford	159,479 00	22,000 00	4,59,945 00		591,975 10	1,233,399 10	303,205 17
Home Life	New York	11,913 00		4,457,091 00	19,988 15	5,848 60	4,494,840 75	1,616,068 67
Manhattan Life	New York	88,718 30		9,078,702 00	71,358 27	18,700 00	9,257,478 57	2,173,717 88
Mutual Benefit Life	Newark	264,131 11	17,000 00	35,986,856 00	213,591 65	5,419 57	36,486,998 33	5,623,943 76
Mutual Life	New York	255,431 67	80,229 00	104,533,247 00		123,914 36	104,992,822 03	13,282,144 67
National Life	Montpelier, Vt.			3,184,391 28	67,141 09		3,486,179 22	919,135 98
New England Mutual Life	Boston	89,397 00		15,251,468 00	96,381 09	226,446 85	15,437,246 01	3,636,184 49
New York Life	New York	639,918 18	20,000 00	65,655,197 00			66,378,001 91	16,128,352 06
Northwestern Mutual Life	Milwaukee	127,363 96	7,000 00	22,685,123 00	95,000 00	52,886 73	23,003,225 72	5,833,129 43
Pennsylvania Mutual Life	Philadelphia	51,034 00		9,804,252 00	35,022 92	78,738 76	10,152,539 36	2,385,553 23
Travelers	Hartford	124,756 00	91,500 00	6,178,722 00		262,230 44	7,140,759 95	2,443,489 96
Union Central Life	Cincinnati	18,484 00		3,024,534 00	1,811 65	168,437 70	3,213,267 35	1,555,313 21
Union Mutual Life	Portland, Me.	81,162 94	2,500 00	5,314,521 00	4,730 84	3,605 02	5,406,519 80	608,002 73
United States Life	New York	3,535 00	5,000 00	4,751,206 00		7,584 53	4,767,325 53	930,949 56
Washington Life	New York	20,014 70		7,773,666 00		10,630 49	7,804,311 19	1,003,167 64
Totals		\$2,770,227 09	\$283,729 00	\$445,445,396 51	\$1,076,466 55	\$2,800,737 37	\$452,376,556 52	\$96,889,296 99

TABLE NO. 44.

Showing the various items composing the Incomes of Life Insurance Companies doing business in California on the thirty-first day of December, 1887.

NAME.	Location.	Premiums.	Interest.	Rents.	All other Sources.	Total Income.
Pacific Mutual Life.....	San Francisco	\$459,926 38	\$119,220 25			\$579,146 63
Ætna Life.....	Hartford	3,201,344 72	1,629,368 51			4,830,713 23
Brooklyn Life.....	New York	187,895 05	60,493 87	\$18,996 10		280,435 46
Connecticut Mutual Life.....	Hartford	4,422,465 07	2,551,209 50	404,960 60	\$13,050 44	7,465,362 30
Equitable Life.....	New York	19,115,775 47	3,648,232 85	476,840 97	86,727 13	23,240,849 29
Germania Life.....	New York	1,780,774 54	564,943 87	49,449 61		2,395,021 90
Hartford Life.....	Hartford	15,789 63	30,920 30	3,908 69	928,080 46	970,299 08
Home Life.....	New York	756,817 00	290,316 65		6,513 88	1,053,647 53
Manhattan Life.....	New York	1,264,396 54	516,949 81	56,838 75		1,838,185 10
Mutual Benefit Life.....	Newark	4,808,236 89	2,227,435 77	28,993 64		7,004,666 30
Mutual Life.....	New York	17,110,901 62	5,431,925 16	404,589 54	172,506 14	23,119,922 46
National Life.....	Montpelier, Vt.	954,305 29	212,142 50	7,413 32	13,586 79	1,187,447 90
New England Mutual Life.....	Boston	2,337,006 99	861,947 47	71,353 29	109,605 04	3,379,912 79
New York Life.....	New York	17,826,892 01	3,639,503 97	86,579 49	37,869 45	21,590,844 92
Northwestern Mutual Life.....	Milwaukee	5,220,953 12	1,564,070 96	75,095 05		6,860,119 13
Penn Mutual Life.....	Philadelphia	2,341,497 44	608,729 32	32,305 45	17,738 87	3,000,271 08
Travelers.....	Hartford	*3,201,755 82	487,650 03	36,540 96		3,725,946 81
Union Central Life.....	Cincinnati	1,169,398 69	187,821 52	6,978 70	754 30	1,364,953 21
Union Mutual Life.....	Portland, Me.	688,327 48	242,421 43	21,350 65	32,775 69	984,875 25
United States Life.....	New York	745,459 44	257,026 01	2,809 44	18,164 72	1,025,459 61
Washington Life.....	New York	1,654,211 21	398,806 17	19,057 85	2,956 26	2,075,031 49
Totals		\$89,264,130 40	\$25,531,135 92	\$1,803,062 10	\$1,441,783 05	\$118,040,111 47

*Including accident premiums.

TABLE No. 45.

Showing the various items composing the Expenditures of Life Insurance Companies doing business in California on the thirty-first day of December, 1887.

NAME.	Location.	Losses and Mat- tured Endowments.	Surrendered Pol- icies.	Premium Notes Voided by Lapse of Policies.	Dividends to Policy Holders.	Dividends to Stockholders.
Pacific Mutual Life.....	San Francisco		\$47,435 16		\$35,773 14	\$10,000 00
Etna Life.....	Hartford	*\$179,493 15	278,291 86	\$31,141 16	575,083 49	112,500 00
Brooklyn Life.....	New York	2,141,132 12	21,657 36	1,365 44	16,067 81	10,000 00
Connecticut Mutual Life.....	Hartford	126,726 00	542,971 78	33,338 28	1,177,261 16	
Equitable Life.....	New York	3,660,730 09	1,555,515 28		2,319,783 30	7,000 00
Germania Life.....	New York	6,048,607 87	135,523 20		240,026 27	24,000 00
Hartford Life.....	Hartford	913,468 53	25,208 12		34,591 90	20,000 00
Home Life.....	New York	588,185 00	74,437 26		115,119 00	15,000 00
Manhattan Life.....	New York	363,200 00	179,845 52	4,692 20	224,190 95	32,000 00
Mutual Benefit Life.....	Newark	870,827 70	585,413 53	6,785 46	1,223,796 75	
Mutual Life.....	New York	2,890,093 78	3,086,733 15		2,654,183 38	
National Life.....	Montpelier, Vt.	8,352,388 20	113,936 42		106,183 47	
New England Mutual Life.....	Boston	225,120 77	273,018 22	42,440 02	423,792 24	
New York Life.....	New York	1,316,597 00	1,867,723 90	13,980 31	2,324,222 87	
Northwestern Mutual Life.....	Milwaukee	4,361,366 83	100,621 07		1,457,611 09	
Penn Mutual Life.....	Philadelphia	1,721,108 63	190,255 97	26,204 09	437,946 81	
Travelers.....	Hartford	658,727 00	66,711 97			96,000 00
Union Central Life.....	Cincinnati	*1,325,399 14	53,386 00	83,766 15	25,086 16	10,000 00
Union Mutual Life.....	Portland, Me.	136,315 69	46,925 58	10,591 13	54,449 69	
United States Life.....	New York	631,473 00	46,714 10			30,800 00
Washington Life.....	New York	477,889 81	250,191 76	2,575 13	157,171 00	8,547 00
		673,901 74				
Totals.....		\$37,608,752 65	\$9,602,517 21	\$205,347 94	\$13,602,353 97	\$375,847 00

* Including accident losses.

TABLE No. 45—Continued.

NAME.	Location.	Commissions.	Salaries.	Medical Exam- iners.	All other Pay- ments.	Total Expendi- tures.
Pacific Mutual Life.....	San Francisco	\$60,028 19	\$51,066 28	\$3,349 75	\$23,494 50	\$410,640 17
Ætna Life.....	Hartford	354,611 27	107,764 35	25,069 00	256,261 10	3,881,864 85
Brooklyn Life.....	New York	16,157 87	19,233 77	4,167 76	36,743 53	252,119 54
Connecticut Mutual Life.....	Hartford	261,566 53	120,824 71	15,587 80	595,703 22	6,407,983 57
Equitable Life.....	New York	1,984,887 60	548,554 96	191,010 27	1,483,794 85	14,139,154 13
Germania Life.....	New York	187,807 50	115,699 31	14,065 23	70,227 91	1,700,817 95
Hartford Life.....	Hartford	106,325 95	45,972 11	14,088 00	40,709 80	875,280 88
Home Life.....	New York	107,226 18	72,650 59	8,316 00	35,536 00	797,486 02
Manhattan Life.....	New York	225,991 60	81,976 78	13,024 00	103,101 09	1,735,649 84
Mutual Benefit Life.....	Newark	502,995 85	121,415 63	36,122 69	348,882 87	5,715,506 56
Mutual Life.....	New York	2,052,722 69	313,631 40	140,920 81	1,177,306 46	17,777,938 09
National Life.....	Montpelier, Vt.	139,819 13	31,919 13	12,176 73	41,324 13	670,479 78
New England Mutual Life.....	Boston	172,171 71	87,476 67	11,899 25	178,349 34	2,505,744 45
New York Life.....	New York	2,717,371 96	423,287 47	168,901 07	1,948,670 46	13,825,524 87
Northwestern Mutual Life.....	Milwaukee	719,398 99	152,289 69	54,338 33	497,803 48	4,771,639 85
Penn Mutual Life.....	Philadelphia	196,419 45	184,087 93	29,211 42	129,029 43	1,851,882 12
Travelers.....	Hartford	672,764 27	269,589 87	22,914 97	298,136 20	2,751,516 42
Union Central Life.....	Cincinnati	170,646 76	230,613 69	23,290 50	61,795 46	794,900 41
Union Mutual Life.....	Portland, Me.	60,578 15	134,246 80	12,641 12	80,078 65	1,030,984 72
United States Life.....	New York	116,947 11	97,742 39	13,502 10	85,959 44	869,554 95
Washington Life.....	New York	112,988 56	109,537 20	18,557 50	167,832 57	1,501,302 46
Totals.....		\$10,939,627 32	\$3,319,630 73	\$833,154 30	\$7,600,800 51	\$84,208,031 63

TABLE NO. 46.

Showing the number and amount of Policies, including additions, in force at the end of the previous year, and an exhibit of the Policies issued, and of those which have ceased to be in force during the year, and those in force at the end of the year, of Life Insurance Companies doing business in California on the thirty-first day of December, 1887.

NAME.	Location.	POLICIES IN FORCE DECEMBER 31, 1886.		POLICIES ISSUED AND REVIVED DURING THE YEAR.		TOTAL.	
		Number.	Amount Insured.	Number.	Amount Insured.	Number.	Amount Insured.
Pacific Mutual Life	San Francisco	3,185	\$8,073,900 00	523	\$1,392,009 00	3,708	\$9,465,909 00
Aetna Life	Hartford	63,293	92,262,969 00	7,446	14,486,886 00	70,739	106,749,855 00
Brooklyn Life	New York	5,254	5,766,431 00	738	692,834 00	5,992	6,459,265 00
Connecticut Mutual Life	Hartford	63,027	150,528,923 00	3,812	9,370,874 00	66,839	159,899,797 00
Equitable Life	New York	110,292	411,779,098 00	34,700	138,023,055 00	144,992	549,802,153 00
Germania Life	New York	24,586	41,802,340 00	3,320	5,444,595 00	27,906	47,246,935 00
Hartford Life	Hartford	1,041	1,308,920 00	6	10,436 00	1,047	1,319,356 00
Home Life	New York	10,185	19,450,061 00	2,266	5,211,041 00	12,451	24,661,102 00
Manhattan Life	New York	13,138	36,251,889 00	2,338	7,691,774 00	15,476	43,943,663 00
Mutual Benefit Life	Newark	53,033	143,186,656 00	6,289	16,078,824 00	59,322	159,265,480 00
Mutual Life	New York	129,846	393,776,174 00	22,323	69,641,110 00	152,169	463,417,284 00
National Life	Montpelier, Vt.	12,595	19,994,159 00	3,927	8,292,036 00	16,522	28,286,195 00
New England Mutual Life	Boston	22,819	67,241,961 00	2,773	7,997,623 00	25,592	75,239,584 00
New York Life	New York	97,719	304,373,540 00	28,522	106,749,295 00	126,241	411,122,835 00
Northwestern Mutual Life	Milwaukee	56,544	127,629,903 00	13,304	35,608,930 00	69,848	163,238,833 00
Penn Mutual Life	Philadelphia	22,162	53,911,873 00	5,118	12,817,177 00	27,280	66,729,050 00
Travelers	Hartford	18,402	34,171,625 00	3,292	7,640,124 00	21,694	41,811,749 00
Union Central Life	Cincinnati	13,343	22,539,569 00	7,473	14,026,168 00	20,816	36,565,737 00
Union Mutual Life	Portland, Me.	14,111	25,185,946 00	2,869	5,512,125 00	16,980	30,698,071 00
United States Life	New York	10,705	21,109,155 00	2,468	5,641,130 00	13,173	26,750,275 00
Washington Life	New York	16,504	36,574,831 00	3,627	8,288,276 00	20,131	44,863,107 00
Totals.....	-----	762,384	\$2,016,919,923 00	157,334	\$480,556,302 00	919,718	\$2,497,476,375 00

TABLE No. 46—Continued.

NAME.	Location.	POLICIES TERMINATED.		NET POLICIES IN FORCE DECEMBER 31, 1887.	
		Number.	Amount Insured.	Number.	Amount Insured.
Pacific Mutual Life	San Francisco	395	\$1,006,115 00	3,313	\$8,429,794 00
Aetna Life	Hartford	5,254	9,377,521 00	65,485	97,372,334 00
Brooklyn Life	New York	1,137	786,505 00	4,855	5,672,760 00
Connecticut Mutual Life	Hartford	3,556	8,907,289 00	63,483	150,992,498 00
Equitable Life	New York	15,538	66,772,641 00	129,454	483,029,562 00
Germania Life	New York	1,984	3,629,793 00	25,922	43,617,142 00
Hartford Life	Hartford	101	130,341 00	946	1,189,015 00
Home Life	New York	1,378	2,904,503 00	11,073	21,756,596 00
Manhattan Life	New York	1,649	4,925,052 00	14,027	33,018,611 00
Mutual Benefit Life	Newark	4,560	12,076,077 00	55,362	147,189,403 00
Mutual Life	New York	11,339	35,833,925 00	140,830	427,583,559 00
National Life	Montpelier, Vt.	2,174	3,363,961 00	14,348	24,922,324 00
New England Mutual Life	Boston	1,775	5,455,460 00	23,817	69,754,124 00
New York Life	New York	12,918	52,187,299 00	113,323	338,935,536 00
Northwestern Mutual Life	Milwaukee	5,442	15,623,510 00	64,406	147,615,323 00
Penn Mutual Life	Philadelphia	2,371	5,710,245 00	24,909	61,018,805 00
Travelers	Hartford	1,854	4,071,856 00	19,840	31,739,893 00
Union Central Life	Cincinnati	4,190	8,841,204 00	16,626	27,724,533 00
Union Mutual Life	Portland, Me.	2,502	4,903,876 00	14,478	25,794,195 00
United States Life	New York	1,438	3,278,446 00	11,735	23,471,829 00
Washington Life	New York	2,370	5,356,580 00	17,761	33,506,527 00
Totals		88,725	\$255,142,212 00	835,963	\$2,242,334,163 00

TABLE No. 47.

Showing the number and amount of Policies which have ceased to be in force during the year, with their mode of termination, of Life Insurance Companies doing business in California on the thirty-first day of December, 1887.

NAME.	Location.	By DEATH.		By EXPIRATION.		By SURRENDER.	
		Number.	Amount Insured.	Number.	Amount Insured.	Number.	Amount Insured.
Pacific Mutual Life.....	San Francisco	40	\$116,893 00	42	\$112,870 00	89	\$257,052 00
Aetna Life.....	Hartford	889	1,460,578 00	994	1,151,543 00	885	1,284,810 00
Brooklyn Life.....	New York	70	71,186 00	21	42,220 00	94	146,414 00
Connecticut Mutual Life.....	Hartford	1,290	3,117,889 00	318	603,541 00	734	2,190,857 00
Equitable Life.....	New York	1,376	5,637,942 00	376	1,094,779 00	2,017	9,691,100 00
Germania Life.....	New York	399	650,865 00	169	211,824 00	383	892,847 00
Hartford Life.....	Hartford	21	25,786 00	8	12,267 00	66	76,788 00
Home Life.....	New York	135	288,447 00	52	80,753 00	655	1,458,212 00
Manhattan Life.....	New York	283	780,720 00	51	91,567 00	118	369,709 00
Mutual Benefit Life.....	Newark	891	2,739,147 00	706	1,829,954 00	1,479	4,120,493 00
Mutual Life.....	New York	1,870	6,465,346 00	580	1,689,485 00	2,182	9,341,038 00
National Life.....	Montpelier, Vt.	113	212,171 00	24	12,950 00	858	993,500 00
New England Mutual Life.....	Boston	321	933,483 00	173	315,100 00	468	1,234,132 00
New York Life.....	New York	1,167	4,067,472 00	451	513,298 00	1,454	9,557,735 00
Northwestern Mutual Life.....	New York	603	1,387,169 00	219	2,881,392 00	406	871,947 00
Penn Mutual Life.....	Milwaukee	261	607,737 00	101	219,042 00	380	882,519 00
Travelers.....	Philadelphia	176	315,052 00	46	58,042 00	165	267,447 00
Union Central Life.....	Hartford	75	123,145 00	93	154,110 00	118	215,117 00
Union Mutual Life.....	Cincinnati	228	492,388 00	393	622,644 00	69	169,556 00
United States Life.....	Portland, Me.	175	379,345 00	84	196,073 00	97	143,546 00
Washington Life.....	New York	200	483,036 00	71	111,848 00	423	1,156,107 00
Totals.....	-----	10,583	\$30,355,797 00	4,972	\$11,975,292 00	13,110	\$45,206,926 00

TABLE No. 47—Continued.

NAME.	Location.	By LAPSE.		By CHANGE AND DECREASE AND NOT TAKEN.	
		Number.	Amount Insured.	Number.	Amount Insured.
Pacific Mutual Life.....	San Francisco	180	\$399,800 00	44	\$119,500 00
Etna Life.....	Hartford	1,269	2,967,290 00	1,247	2,513,300 00
Brooklyn Life.....	New York	902	458,265 00	50	68,420 00
Connecticut Mutual Life.....	Hartford	780	1,840,546 00	234	1,154,466 00
Equitable Life.....	New York	7,805	26,649,503 00	3,964	23,729,317 00
Germania Life.....	New York	602	999,111 00	431	965,146 00
Hartford Life.....	Hartford			6	15,500 00
Home Life.....	New York	267	478,250 00	269	598,844 00
Manhattan Life.....	New York	627	1,693,900 00	570	2,013,156 00
Mutual Benefit Life.....	Newark	924	2,119,300 00	560	1,267,183 00
Mutual Life.....	New York	3,920	9,773,791 00	2,787	8,564,265 00
National Life.....	Montpelier, Vt.	532	953,000 00	647	1,216,340 00
New England Mutual Life.....	Boston	538	1,920,575 00	275	1,052,110 00
New York Life.....	New York	5,068	15,614,241 00	4,778	21,564,636 00
Northwestern Mutual Life.....	Milwaukee	2,859	6,291,602 00	1,355	4,191,400 00
Penn Mutual Life.....	Philadelphia	1,056	2,192,177 00	573	1,808,770 00
Travelers.....	Hartford	948	2,110,200 00	519	1,321,115 00
Union Central Life.....	Cincinnati	2,120	3,489,240 00	1,784	4,858,454 00
Union Mutual Life.....	Portland, Me.	824	1,637,085 00	688	1,403,390 00
United States Life.....	New York	724	1,540,456 00	358	1,019,026 00
Washington Life.....	New York	1,079	2,163,332 00	597	1,439,257 00
Totals.....		33,024	\$85,270,664 00	21,736	\$80,883,595 00

TABLE NO. 48.

Statement of Office Collections, showing amounts collected from the different Companies for the year ending December 31, 1887, for filing and certifying copies of papers, taxes, and substitution of securities.

NAME.	Amount.	NAME.	Amount.
<i>California Companies.</i>		Amount brought forward	\$18,721 23
Anglo-Nevada	\$21 50	Oregon Fire and Marine	30 00
California	20 00	Orient	20 00
Commercial	22 00	Pacific Fire	494 07
Fireman's Fund	20 00	Pennsylvania Fire	1,264 31
Home Mutual	20 00	People's Fire	65 00
Oakland Home	20 00	Phoenix	2,513 56
Southern California	20 00	Phoenix	20 00
State Investment	25 00	Prescott	243 40
Sun	20 00	Providence-Washington	542 75
Union	23 00	St. Paul	445 03
Pacific Mutual Life	75 00	Security	20 00
Pacific Surety	20 00	Southern	20 00
California Title Ins. and Trust Co.	35 00	Springfield Fire and Marine	1,602 21
<i>Companies of other States.</i>		Sun Mutual	20 00
Ætna	20 00	Teutonia	20 00
Agricultural	796 08	Traders	20 00
Amazon	30 00	Union	395 64
American	756 60	United States Fire	50 70
American Central	60 00	Washington Fire and Marine	898 06
American Fire	1,672 72	Westchester Fire	395 29
American Fire	65 00	Williamsburg City Fire	249 45
Boylston	159 80	Allemanina	57 02
Citizens	50 00	Boatman's Fire and Marine	40 63
Citizens	465 20	Pennsylvania	36 91
Citizens	65 00	Peoples	29 47
Clinton Fire	317 52	<i>Fire Companies of Foreign Countries.</i>	
Concordia Fire	20 00	Atlas	21 00
Connecticut Fire	30 00	British America	30 00
Continental	980 20	Caledonian	20 00
Eliot	243 40	City of London Fire	20 00
Farragut Fire	54 91	Commercial Union	20 00
Fire Association of Philadelphia	924 02	Fire Insurance Association	20 00
Firemen's	20 00	Guardian	20 00
Firemen's	686 88	Hamburg-Bremen	20 00
Franklin Fire	500 27	Hamburg-Magdeburg	20 00
German	20 00	Helvetia Swiss Fire	20 00
German-American	1,226 91	Imperial	23 00
German Fire	180 08	Lancashire	30 00
Germania Fire	633 82	Lion Fire	22 50
Girard Fire and Marine	360 27	Liverpool and London and Globe	20 00
Glen's Falls	503 70	London	20 00
Granite State Fire	65 00	London and Lancashire	23 50
Hanover Fire	909 91	London and Provincial Fire	20 00
Hartford Fire	20 00	Magdeburg Fire	20 00
Home	1,475 00	Manchester Fire	23 50
Howard	364 37	National	21 00
Insurance Co. of Dakota	75 00	New Zealand	20 00
Insurance Co. of North America	2,279 45	North British and Mercantile	20 00
Insurance Co. of the State of Penn.	321 50	North German Fire	20 00
Liberty	65 00	Northern	20 00
Mechanics and Traders	65 00	Norwich Union	30 00
Merchants	417 68	Phoenix	20 00
Merchants	213 76	Prussian National	26 50
Michigan Fire and Marine	20 00	Queen	20 00
National Fire	240 27	Royal	30 00
National Fire	20 00	Scottish Union and National	23 00
New Hampshire Fire	30 00	South British Fire and Marine	33 00
Niagara Fire	712 01	Straits Fire	65 00
North American	243 40		
Amount carried forward	\$18,721 23	Amount carried forward	\$28,966 73

TABLE No. 48—Continued.

NAME.	Amount.	NAME.	Amount.
Amount brought forward	\$28,936 73	Amount brought forward	\$29,840 73
Sun Fire	20 00	Universal Marine	20 00
Svea	21 00	Yangtsze	20 00
Transatlantic Fire	20 00		
Union Fire and Marine	23 00	<i>Life Companies.</i>	
United Fire	20 00	Ætna Life	20 00
Western	20 00	Brooklyn Life	20 00
Economic Fire	65 00	Connecticut Mutual Life	20 00
		Equitable Life	31 00
<i>Marine Companies.</i>		Germania Life	20 00
Alliance Marine	20 00	Hartford Life	20 00
Australian General	65 00	Manhattan Life	20 00
Baloise	20 00	Mutual Benefit Life	20 00
British and Foreign Marine	20 00	Mutual Life	20 00
Boston Marine	20 00	National Life	20 00
Canton	20 00	New England Mutual Life	20 00
China Traders	20 00	New York Life	20 00
Chinese	20 00	Northwestern Mutual Life	20 00
Fonciere	20 00	Travelers	20 00
Franco-Hungarian	20 00	Union Central Life	30 00
Globe Marine	20 00	Union Mutual Life	272 20
Helvetia General	20 00	United States Life	30 00
International Marine	20 00	Washington Life	20 00
London and Provincial Marine	20 00	Phoenix Mutual Life	20 00
Magdeburg General	20 00	Home Life	65 00
Mannheim	20 00		
Man On	20 00	<i>Miscellaneous Companies.</i>	
Maritime	20 00	American Steam Boiler	30 00
Merchants Mutual	20 00	American Surety	30 00
National Marine	20 00	Employers Liability	65 00
North China	20 00	Fidelity and Casualty	20 00
On Tai	20 00	Hartford Steam Boiler	20 00
Reliance Marine	20 00	Metropolitan Plate Glass	20 00
Sea	20 00	Lloyd's Plate Glass	30 00
Standard Marine	20 00		
Straits	20 00	Total	\$30,823 93
Switzerland Marine	20 00	Received from appropriation for	
Thames and Mersey	20 00	deficiency for rent and contin-	
The Marine	20 00	gent expenses for the thirty-	
Transatlantic Marine	20 00	seventh fiscal year	461 75
Union	20 00	Received from appropriation for	
Union Marine	20 00	refurnishing office	366 60
Amount carried forward	\$29,840 73	Total	\$31,652 28

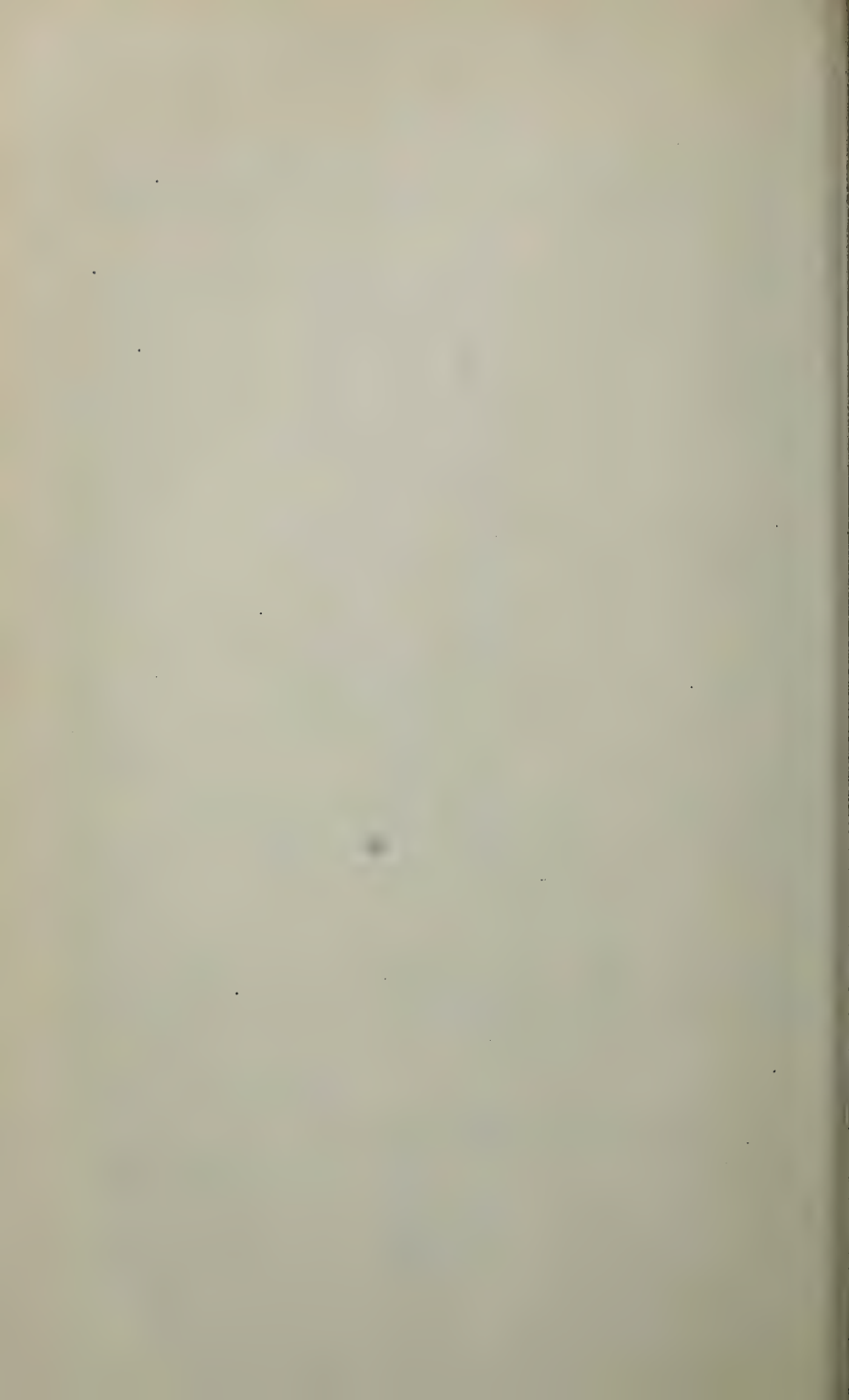
I certify the foregoing to be a full, true, and correct statement of the receipts of the Insurance Department of the State of California for the year eighteen hundred and eighty-seven, to the best of my knowledge and belief.

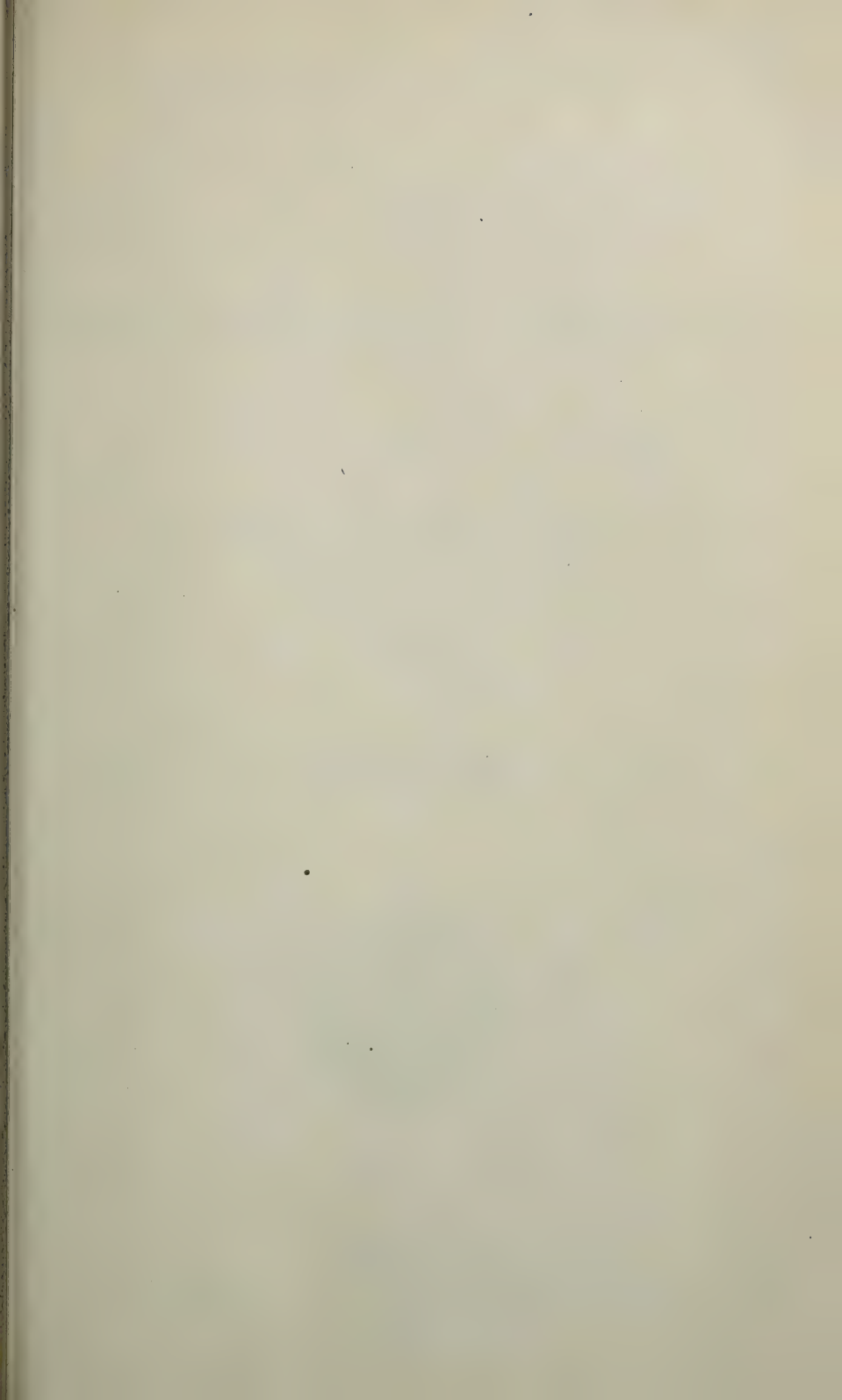
J. C. L. WADSWORTH,
Insurance Commissioner.

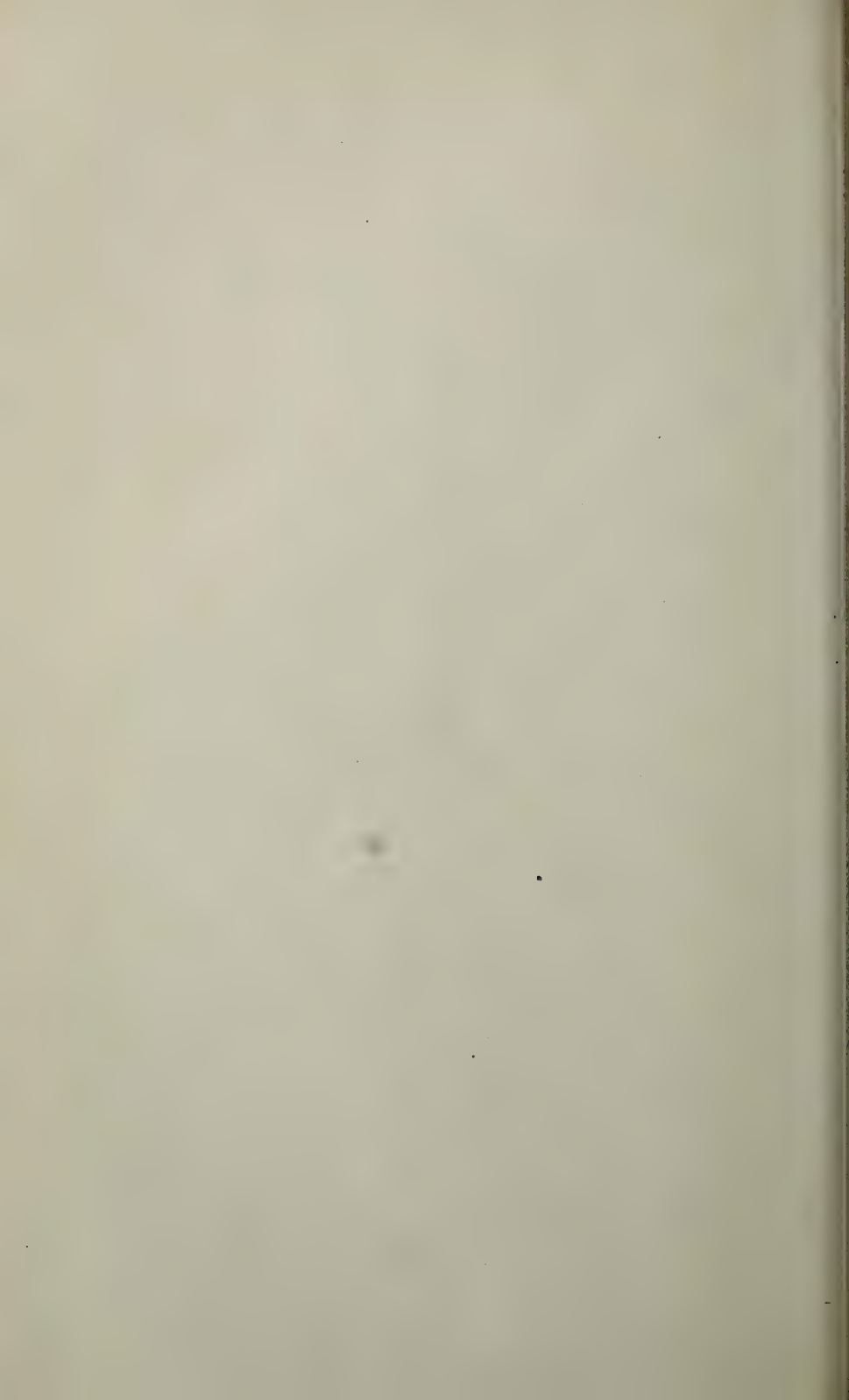
Subscribed and sworn to before me, this first June, 1888.

[SEAL.]

GEO. T. KNOX, Notary Public.







EIGHTH ANNUAL REPORT

OF THE

BOARD OF RAILROAD COMMISSIONERS

OF THE

STATE OF CALIFORNIA,

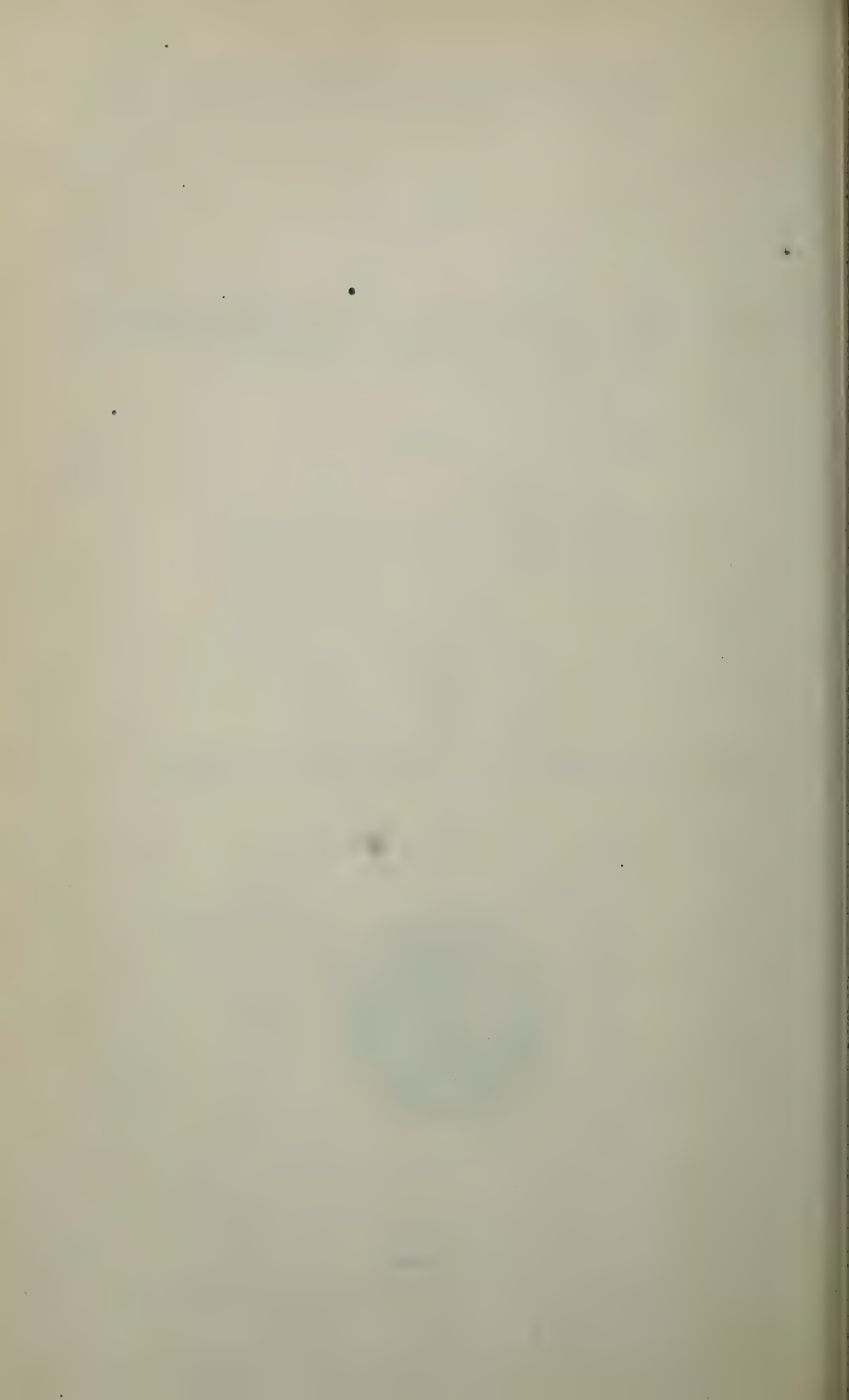
FOR THE

YEAR ENDING DECEMBER 31, 1887.



SACRAMENTO:

STATE OFFICE, : : : J. D. YOUNG, SUPT. STATE PRINTING.
1888.



MEMBERS OF THE BOARD.

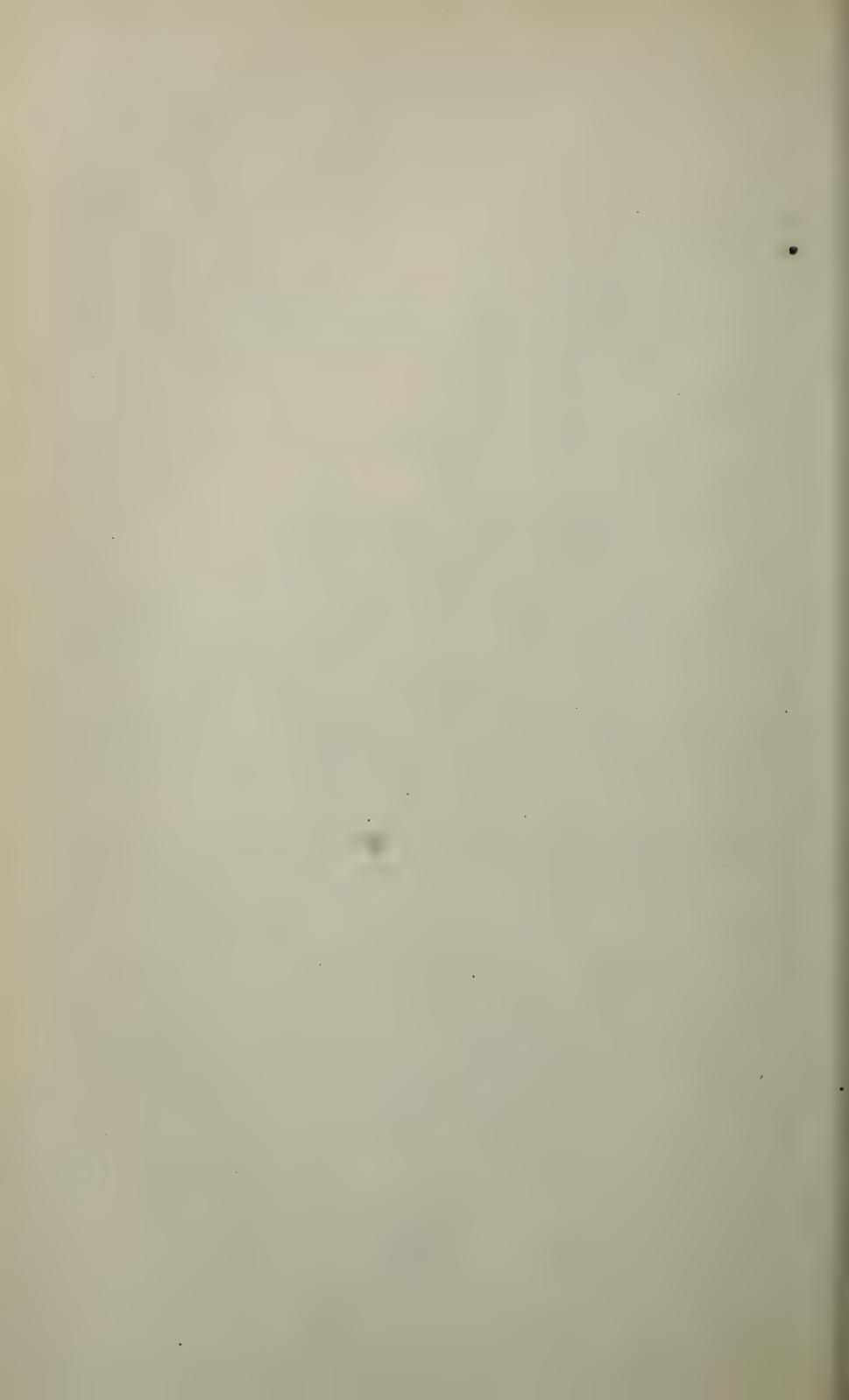
A. ABBOTT, First District.....Sacramento.
P. J. WHITE, Second District.....San Francisco.
JAMES W. REA, Third District.....San José.

OFFICERS.

STAFFORD H. PARKER.....Secretary.
J. P. CARROLL.....Bailiff.
J. F. GAWTHORNE.....Stenographer.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS.

Rooms 119 and 121, Phelan Building.....San Francisco.



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REPORT OF COMMISSION.

BOARD OF RAILROAD COMMISSIONERS OF THE
STATE OF CALIFORNIA, AT OFFICE IN THE
CITY OF SAN FRANCISCO, January 3, 1888.)

To his Excellency R. W. WATERMAN, Governor of the State of California :

SIR : The Constitution requires that this "Commission shall report to the Governor, annually, their proceedings, and such other facts as may be deemed important."

In compliance with this requirement, the Commission deems it proper—this being its first report—to refrain from any lengthy discussions or comments, but submit a concise report of its official acts and rulings as they appear of record.

The Commission, composed of A. Abbott, Sacramento, first district, P. J. White, San Francisco, second district, and Jas. W. Rea, San José, third district, met at their offices on the third day of January, 1887, and organized by the election of the following officers: P. J. White, President; S. H. Parker, Secretary; J. P. Carroll, Bailiff; J. F. Gawthorne, Stenographer.

STANDING ORDERS AND RULES OF EVIDENCE AND DECISION.

They relate almost entirely to the organization, modes of procedure, and systematic working methods of the office, adopted by our predecessors, and are in convenient form for reference. In this connection, and for the purpose stated, Article XII of the Constitution, and the organic Act of 1880, are introduced, with due precedence, as follows :

[From the Constitution of the State of California.]

ARTICLE XII.

CORPORATIONS.

SECTION 17. All railroad, canal, and other transportation companies are declared to be common carriers, and subject to legislative control. Any association or corporation, organized for the purpose, under the laws of this State, shall have the right to connect at the State line with railroads of other States. Every railroad company shall have the right with its road to intersect, connect with, or cross any other railroad, and shall receive and transport each the other's passengers, tonnage, and cars, without delay or discrimination.

SEC. 18. No President, Director, officer, agent, or employé of any railroad or canal company shall be interested, directly or indirectly, in the furnishing of material or supplies to such company, nor in the business of transportation as a common carrier of freight or passengers over the works owned, leased, controlled, or worked by such company, except such interest in the business of transportation as lawfully flows from the ownership of stock therein.

SEC. 19. No railroad or other transportation company shall grant free passes, or passes or tickets at a discount, to any person holding any office of honor, trust, or profit in this State; and the acceptance of any such pass or ticket, by a member of the Legislature or any public officer, other than Railroad Commissioner, shall work a forfeiture of his office.

SEC. 20. No railroad company or other common carrier shall combine or make any contract with the owners of any vessel that leaves port or makes port in this State, or with any common carrier, by which combination or contract the earnings of one doing the carrying are to be shared by the other not doing the carrying. And whenever a railroad corporation shall, for the purpose of competing with any other common carrier, lower its rates for the transportation of passengers or freight from one point to another,

such reduced rates shall not be again raised or increased from such standard without the consent of the governmental authority in which shall be vested the power to regulate fares and freights.

SEC. 21. No discrimination in charges or facilities for transportation shall be made by any railroad or other transportation company between places or persons, or in the facilities for the transportation of the same classes of freight or passengers within this State, or coming from or going to any other State. Persons and property transported over any railroad, or by any other transportation company or individual, shall be delivered at any station, landing, or port, at charges not exceeding the charges for the transportation of persons and property of the same class, in the same direction, to any more distant station, port, or landing. Excursion and commutation tickets may be issued at special rates.

SEC. 22. The State shall be divided into three districts as nearly equal in population as practicable, in each of which one Railroad Commissioner shall be elected by the qualified electors thereof at the regular gubernatorial elections, whose salary shall be fixed by law, and whose term of office shall be four years, commencing on the first Monday after the first day of January next succeeding their election. Said Commissioners shall be qualified electors of this State and of the district from which they are elected, and shall not be interested in any railroad corporation, or other transportation company, as stockholder, creditor, agent, attorney, or employé; and the act of a majority of said Commissioners shall be deemed the act of said Commission. Said Commissioners shall have the power, and it shall be their duty, to establish rates of charges for the transportation of passengers and freight by railroad or other transportation companies, and publish the same from time to time, with such changes as they may make; to examine the books, records, and papers of all railroad and other transportation companies, and for this purpose they shall have power to issue subpoenas and all other necessary process; to hear and determine complaints against railroad and other transportation companies, to send for persons and papers, to administer oaths, take testimony, and punish for contempt of their orders and processes, in the same manner and to the same extent as Courts of record, and enforce their decisions and correct abuses through the medium of the Courts. Said Commissioners shall prescribe a uniform system of accounts to be kept by all such corporations and companies. Any railroad corporation or transportation company which shall fail or refuse to conform to such rates as shall be established by such Commissioners, or shall charge rates in excess thereof, or shall fail to keep their accounts in accordance with the system prescribed by the Commission, shall be fined not exceeding twenty thousand dollars for each offense; and every officer, agent, or employé of any such corporation or company, who shall demand or receive rates in excess thereof, or who shall in any manner violate the provisions of this section, shall be fined not exceeding five thousand dollars, or be imprisoned in the county jail not exceeding one year. In all controversies, civil or criminal, the rates of fares and freights established by said Commission shall be deemed conclusively just and reasonable, and in any action against such corporation or company for damages sustained by charging excessive rates, the plaintiff, in addition to the actual damage, may, in the discretion of the Judge or jury, recover exemplary damages. Said Commission shall report to the Governor, annually, their proceedings, and such other facts as may be deemed important. Nothing in this section shall prevent individuals from maintaining actions against any of such companies. The Legislature may, in addition to any penalties herein prescribed, enforce this article by forfeiture of charter or otherwise, and may confer such further powers on the Commissioners as shall be necessary to enable them to perform the duties enjoined on them in this and the foregoing section. The Legislature shall have power, by a two-thirds vote of all the members elected to each house, to remove any one or more of said Commissioners from office, for dereliction of duty, or corruption, or incompetency; and whenever, from any cause, a vacancy in office shall occur in said Commission, the Governor shall fill the same by the appointment of a qualified person thereto, who shall hold office for the residue of the unexpired term, and until his successor shall have been elected and qualified.

CHAPTER LIX.

An Act to organize and define the powers of the Board of Railroad Commissioners.

[Approved April 15, 1880]

The People of the State of California, represented in Senate and Assembly, do enact as follows:

SECTION 1. The three persons elected Railroad Commissioners, pursuant to the provisions of section twenty-two of article twelve of the Constitution of this State, constitute, and shall be known and designated as the "Board of Railroad Commissioners of the State of California." They shall have power to elect one of their number President of said Board, to appoint a Secretary, to appoint a Bailiff, who shall perform the duties of Janitor; also to employ a Stenographer, whenever they may deem it expedient.

SEC. 2. The salary of each Commissioner shall be four thousand dollars per annum; the salary of the Secretary shall be twenty-four hundred dollars per annum; the salary of the Bailiff shall be twelve hundred dollars per annum, such salaries to be paid by the State of California in the same manner as the salaries of State officers are paid. The Stenographer shall receive a reasonable compensation for his services, the amount to be fixed by the State Board of Examiners, and paid by the State. Said Commissioners and the persons in their official employment, when traveling in the performance of their offi-

cial duties, shall have their traveling expenses, other than transportation, paid, the amounts to be passed on by the State Board of Examiners, and paid by the State. Said Board of Railroad Commissioners shall be allowed one hundred dollars per month for office rent, and fifty dollars per month for fuel, lights, postage, expressage, subscriptions to publications upon the subject of transportation, and other incidental expenses, to be paid by the State; *provided*, all moneys remaining unexpended at the expiration of each fiscal year shall be returned to the State Treasury. Said Board is further authorized to expend not to exceed four hundred dollars for office furniture and fixtures, to be paid by the State. The State shall furnish said Board with all necessary stationery and printing, upon requisitions signed by the President of said Board.

SEC. 3. Said Commissioners, and the persons in their official employment, shall, when in the performance of their official duties, have the right to pass free of charge on all railroads, steamers, ships, vessels, and boats, and on all vehicles employed in or by any railroad or other transportation company engaged in the transportation of freight and passengers within this State.

SEC. 4. It shall be the duty of the Attorney-General, and the District Attorney in every county, on request of said Board, to institute and prosecute, and to appear and to defend, for said Board, in any and all suits and proceedings which they or either of them shall be requested by said Board to institute and prosecute, and to appear in all suits and proceedings to which the Board is a party, shall have precedence over all other business except criminal business; *provided*, that said Board shall have the power to employ additional counsel to assist said Attorney-General, or said District Attorney, or otherwise, when, in their judgment, the exigencies of the case may so require. The fees and expenses of said additional counsel to be determined by the State Board of Examiners, and paid by the State.

SEC. 5. The office of said Board shall be in the City of San Francisco. Said office shall always be open (legal holidays and non-judicial days excepted). The Board shall hold its sessions at least once a month in said City of San Francisco, and at such other times and such other places within this State as may be expedient. The sessions of said Board shall be public, and when held at a place other than the office in the City of San Francisco, notice thereof shall be published once a week for two successive weeks before the commencement of such session, in a newspaper published in the county where such session is to be held; and if no newspaper is published in such county, then in a newspaper published in an adjacent county. Such publication to be paid by the State, in the manner as other publications authorized by law are paid.

SEC. 6. The Board shall have a seal, to be devised by its members, or a majority thereof. Such seal shall have the following inscription surrounding it: "Railroad Commission, State of California." The seal shall be affixed only to, first, writs; second, authentications of a copy of a record or other proceeding, or copy of a document on file in the office of said Commission.

SEC. 7. The process issued by said Board shall extend to all parts of the State. The Board shall have power to issue writs of summons and of subpoena in like manner as Courts of record. The summons shall direct the defendant to appear and answer within fifteen days from the day of service. The necessary process issued by the Board may be served in any county in this State by the Bailiff of the Board, or by any person authorized to serve process of Courts of record.

SEC. 8. The Secretary of said Board shall issue all process and notices required to be issued, and do and perform such other duties as the Board may prescribe. The Bailiff shall preserve order during the sessions of said Board, and shall have authority to make arrests for disturbances. He shall also have authority, and it shall be his duty, to serve all process, orders, and notices issued by said Board, when directed by the President, and make return of the same.

SEC. 9. All complaints before said Board shall be in writing and under oath. All decisions of said Board shall be given in writing, and the grounds of the decisions shall be stated. A record of the proceedings of said Board shall be kept, and the evidence of persons appearing before said Board shall be preserved.

SEC. 10. Whenever the Board shall render any decision within the purview and pursuant to the authority vested in said Board by section twenty-two, of article twelve, of the Constitution, said Board, or the person, copartnership, company, or corporation making the complaint upon which such decision was rendered, is authorized to sue upon such decision in any Court of competent jurisdiction in this State.

SEC. 11. Whenever said Board, in the discharge of its duties, shall establish or adopt rates of charges for the transportation of passengers and freight, pursuant to the provisions of the Constitution, said Board shall serve a printed schedule of such rates, and of any changes that may be made in such rates, upon the person, copartnership, company, or corporation affected thereby; and upon such service it shall be the duty of such person, copartnership, company, or corporation to immediately cause copies of the same to be posted in all its offices, station houses, warehouses, and landing offices affected by such rates, or change of rates, in such manner as to be accessible to public inspection during usual business hours. Said Board shall also make such further publication thereof as they shall deem proper and necessary for the public good. If the party to be served, as hereinbefore provided, be a corporation, such service may be made upon the President, Vice-President, Secretary, or Managing Agent thereof, and if a copartnership, upon any partner thereof. The rates of charges established or adopted by said Board, pursuant to the Constitution and this Act, shall go into force and effect on the twentieth day after

service of said schedule of rates, or changes in rates, upon the person, copartnership, company, or corporation affected thereby, as hereinbefore provided.

SEC. 12. When jurisdiction is by the Constitution, conferred on the Board of Railroad Commissioners, all the means necessary to carry it into effect are also conferred on said Board, and when in the exercise of jurisdiction within the purview of the authority conferred on said Board by the Constitution, the course of proceeding be not specifically pointed out, any suitable process or mode of proceeding may be adopted by the Board which may appear most conformable to the spirit of the Constitution.

SEC. 13. The said Board shall, immediately after entering upon the performance of its duties, demand and receive from the Transportation Commissioner, appointed under an Act approved April first, eighteen hundred and seventy-eight, section nine, chapter one, all public property belonging to the office of said Transportation Commissioner, in his possession, or under his control, and it is hereby made his duty to deliver the same to the said Board.

SEC. 14. The term "transportation companies" shall be deemed to mean and include:

First—All companies owning and operating railroads (other than street railroads) within this State.

Second—All companies owning and operating steamships engaged in the transportation of freight or passengers from and to ports within this State.

Third—All companies owning and operating steamboats used in transporting freight or passengers upon the rivers or inland waters of this State.

The word "company," as used in this Act, shall be deemed to mean and include corporations, associations, partnerships, trustees, agents, assignees, and individuals. Whenever any railroad company owns and operates, in connection with its road and for the purpose of transporting its cars, freight, or passengers, any steamer or other watercraft, such steamer or other watercraft shall be deemed a part of its said road. Whenever any steamship or steamboat company owns and operates any barge, canal boat, steamer, tug, ferryboat, or lighter, in connection with its ships or boats, the things so owned and operated shall be deemed to be part of its main line.

SEC. 15. The salaries of the Commissioners, Secretary, Bailiff, and all other officers and attachés in any manner employed by the Board of Commissioners, and all expenses of every kind created under this Act, shall be paid out of any money in the General Fund not otherwise appropriated, and the Controller of State is hereby authorized and directed to draw his warrants from time to time for such purposes, and the State Treasurer is hereby authorized and directed to pay the same.

SEC. 16. This Act shall take effect immediately.

RULES DEFINING THE MODE, SCOPE, AND SUBJECTS OF INVESTIGATION BY THE COMMISSION, INTRODUCED AND ADOPTED FEBRUARY 5, 1883.

First—That they will proceed in accordance with the following provision of the Constitution: "To establish rates of charges for the transportation of passengers and freight by railroad or other transportation companies, and publish the same from time to time, with such changes as they may make; to examine the books, records, and papers of all railroad and other transportation companies, and for this purpose to issue subpoenas and all other necessary process."

Second—Having taken, examined, and considered the documentary and other evidence necessary to an intelligent and equitable revision and reduction of charges for fares and freights by railroads or other transportation companies of this State, they will prepare and, as required by the Statutes of 1880, Chapter 59, Section 11, "serve a printed schedule of such rates, and of any changes which may be made in such rates, upon the person, copartnership, company, or corporation affected thereby."

Third—To accomplish the practical purposes aforesaid with becoming order and dispatch, only such testimony, exhibit, or report shall be deemed relevant or material as tends, subject to the following rules and principles, to show:

1. The corporate name and principal place of business of any transportation company mentioned in Section 14, Chapter 59, Statutes of 1880.

2. The names, places of residence, and compensation of all officers and agents employed by or on behalf of such company in the business of transportation or in operating any railroad of such company.

3. The length and termini, character and equipments, stations and terminal facilities, capacity for freight and passenger service, rates of charges, through, local, and special, resources and financial condition, and general business of any such railroad, or feeder, and branches.

Fourth—The present and prospective value of any such road, feeders, or branch, as a source of income or means of earning it, to be estimated and determined as if for any other purpose; the cost of construction to be taken and considered as an element, but not as a conclusive criterion, of value.

Fifth—What should be deemed a reasonable profit on such value, and what rates of charges for fares and freights on such road, branch, or feeder will pay the company owning and operating the same, cost and risk of service, interest on its bonded and floating debt, the sum of taxes paid, and such reasonable profit as aforesaid.

Sixth—The fair apportionment of such rates as aforesaid, with due regard to the relative cost of service, and such regulations as are usual and proper for railroad companies, to the passenger and freight departments respectively.

Seventh—The repairs and renewals, betterments and extensions, in this State, necessary to the safety, public use, or successful operation of any such road, feeder, or branch, and the nature, extent, probable cost, and subsidiary interest of all concerned therein.

Eighth—The rates of charges for all classes of fares and freights established, exacted, or received by any transportation company in this State, under special contracts, private instructions, or published schedules, and the reasons, rules, regulations, and classifications by which they are all and severally governed and enforced.

Ninth—It is also ordered that an attested copy of the following circular letter, No. 2, be forwarded by mail to the President, Secretary, or General Superintendent of each railroad company in this State.

The following amended rules of procedure were introduced on the nineteenth, and adopted on the twenty-sixth of February, 1883. They define the functions of the Commission, simplify the pleadings, restrict the evidence and determination to the parties and the issues in the case, and subject only to the statute, abolish dilatory proceedings, and deny rehearings in cases decided, except upon the record within ten days thereafter :

AMENDED RULES OF PROCEDURE OF THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF CALIFORNIA.

[Adopted February 26, A. D. 1883.]

RULE I.—To regulate, establish, or change the rates of charges and schedules of fares or freights of any transportation company in this State, said Commissioners will proceed upon their own motion, or upon the complaint of any person or persons demanding relief, and having an interest therein.

RULE II.—In any case of alleged extortion, discrimination, or other abuse, by any transportation company in this State, subject to the cognizance and control of said Commissioners, they will proceed, upon the complaint of the person or persons injured thereby, to hear and determine the cause of such complaint, and will exercise the remedial and judicial powers conferred by the Constitution, as required thereby, to wit: "In the same manner and to the same extent as Courts of record, and to enforce their decisions and correct abuses through the medium of the Courts."

RULE III.—Such complaint as aforesaid, when presented at the office of said Commissioners, shall be filed by the Secretary, who shall, at the request of the complainant, issue a summons thereon.

RULE IV.—The summons must be directed to the defendant, must be signed by the Secretary, and attested by the seal of the Commissioners, and must contain:

1. The names of the parties to the proceeding.
2. A statement of the nature of the complaint.
3. A direction that the defendant appear and answer it within fifteen days after service hereof.

RULE V.—The summons may be served by the Bailiff of the Commissioners, or by any citizen of the State, and shall be served by delivering a copy thereof, together with a copy of the complaint, to the defendant, or if the defendant is a corporation, to the President, Secretary, Treasurer, or Managing Agent thereof. Proof of service of summons and complaint must be as follows:

1. If made by the Bailiff, his certificate thereof.
 2. If by any other person, his affidavit thereof.
- RULE VI.**—From the time of the service of the summons and the copy of complaint, the Commissioners shall be deemed to have acquired jurisdiction of the parties and subject-matter. The voluntary appearance of the defendant is equivalent to personal service.

RULE VII.—The complaint must contain:

1. The names of the parties to the proceeding.
2. A statement of the cause of complaint, in ordinary and concise language, giving such particulars of time, place, and circumstances as may enable the defendant to answer the same intelligently.
3. A demand of the relief claimed.

RULE VIII.—The defendant may, within the time required in the summons to answer, object to the complaint on the following grounds:

1. That it does not state facts sufficient to authorize the proceedings.
 2. That it does not conform to the requirements of Section 9, Chapter 59, Statutes of 1880.
- RULE IX.**—If the objection be sustained, the complainant may amend his complaint. If the objection be overruled, the defendant may answer the complaint.

RULE X.—The answer of the defendant may contain:

1. A general or specific denial of the allegations of the complaint controverted by him.
2. A statement of any new matter of defense or in mitigation or explanation of the charges made in the complaint.

RULE XI.—The complaint may, upon service of the answer, object to the same as insufficient, and if the objection is sustained the defendant may amend his answer.

RULE XII.—The complaint, answer, and demurrer must be subscribed by the party, his authorized agent, or attorney. The complaint and answer must be verified as required by the Code of Civil Procedure in civil cases.

RULE XIII.—Upon the appearance, answer, or default of defendant, the Commissioners shall promptly hear and determine the cause of complaint, and upon the law and the facts shall render and file in their office a decision in writing, signed by the Commissioners concurring therein. Within ten days thereafter, upon a petition by either party based upon the record in the case, such decision may be modified or changed by order of the Commissioners, setting forth the reasons therefor.

RULE XIV.—The Secretary of the Commissioners must keep a calendar of cases pending before them, in their chronological order; and in a suitable book, properly indexed, shall enter all orders and decisions of the Board.

RULE XV.—The provisions of Part IV of the Code of Civil Procedure, relating to the general principles, kinds, and degrees, production and effect of evidence, and of the rights and duties of witnesses, shall be applicable to proceedings before these Commissioners.

RULE XVI.—These rules may be amended at any regular meeting of the Commissioners, and amendments so made shall go into effect in ten days thereafter.

RULE XVII.—These rules shall be in force from and after the first day of March, 1883.

The following self-explanatory order was introduced on the fifth and adopted on the fifteenth day of September, 1883:

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF CALIFORNIA.

WHEREAS, by Section 11, Chapter 59, of the Statutes of 1880, entitled "An Act to organize and define the powers of the Board of Railroad Commissioners," it is provided that: "Whenever said Board, in the discharge of its duties, shall establish or adopt rates of charges for transportation of passengers or freight, pursuant to the provisions of the Constitution, said Board shall serve a *printed schedule* of such rates and of any changes that may be made in such rates, upon the person, copartnership, company, or corporation affected thereby; and upon such service it shall be the duty of such person, copartnership, company, or corporation to immediately cause *copies of the same* to be posted in all of its offices, station houses, warehouses, and landing offices affected by such rates, in such manner as to be accessible to public inspection during usual business hours. And, whereas, it is further provided in said section and Act that the rates of charges established or adopted by said Board pursuant to the Constitution and this Act shall go into force and effect the twentieth day after service of said schedule of rates or changes of rates upon the person, copartnership, company, or corporation affected thereby, as herein provided." And, whereas, unless waived by the party to be affected thereby, as aforesaid, the mode and time prescribed exclude all others. And, whereas, it is optional with such party to waive said time, and also service of printed copy of said schedule; and, whereas, it is competent and proper for this Commission, when it shall "*establish or adopt*" rates of charges, as aforesaid, to consult the convenience and preference of such party as to the form and clerical preparation of the schedule it is required to copy and post for inspection and use as aforesaid:

Now, therefore, it is hereby ordered, That in pursuance of said section of said Act, this Commission can and will establish or adopt rates of charges for the transportation of passengers and freight only by schedule; and that in the preparation thereof, in the usual form for convenient use as aforesaid, the Secretary of the Commission is hereby authorized and directed to avail himself of such form or draft of such schedule as may be most conveniently copied and used by the party to be affected thereby.

And it is further ordered, That upon the completion of any schedule of rates and charges, so drafted and prepared as aforesaid, the same shall be submitted to the Commission, and it shall be "*established and adopted*," as aforesaid. A certified copy of the order adopting the same shall be served by said Secretary upon the party to be affected thereby; and in case such party shall prefer for its own convenience, and to simplify the duties of all concerned, to make its own copy of all such schedules, and shall consent to put the same in operation within twenty days from and after the service of said order, and, in accordance therewith, it may do so without further preliminary process or proceeding to enforce the same; *provided*, that said party, or its general manager, shall, within three days from and after the service of said order, acknowledge the service of said schedule by printed copy, expressly waiving all other service or notice thereof, in writing, addressed to said Commission, and to be filed and remain of record in its office.

And it is further ordered, That if such acknowledgment and waiver, as aforesaid, shall not be filed in said office within three days from and after the service of such order as aforesaid, then, and in that case, said Secretary shall immediately proceed to print such schedule and order, and to serve printed copies thereof on the parties to be affected thereby, and shall keep a record of his action in the minutes of said Commission.

Statistical and financial exhibits will be found in the appendix hereunto attached, as follows:

"Exhibit A," page —, shows the number of meetings held by the Commission and the members present.

"Exhibit B," page —, is a financial statement for the year 1887, showing amount expended and for what purposes.

"Exhibit C," page —, is a statement in detail showing the miles of trunk and branch lines operated by the Southern Pacific Company during the year ending September 31, 1887, within the State of California, to be 2,241.70, and in other States and Territories 1,167.68, making a total of 3,409.38. It also shows the separate mileage of all roads in the State.

"Exhibit D," page —, shows the volume of business, mileage, highest, lowest, and average rate of fare and freight, and such other facts and figures as may be deemed of interest, taken from the annual returns of the railroad companies filed in this office.

Following the appendix will be found the annual returns made by the several railroad companies of this State for the year ending December 31, 1886, and filed in this office in accordance with blank forms furnished by the Board of Railroad Commissioners.

The orders, correspondence, and proceedings of the Commission for the year last past will explain themselves, and are as follows:

On Tuesday, the tenth day of February, 1887, a special meeting of the Board of Railroad Commissioners was held, it being return day of the citation served on W. A. Bissell, General Manager of the Atlantic and Pacific Railroad Company. The citation and subsequent correspondence is as follows:

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF CALIFORNIA, }
AT OFFICE IN THE CITY OF SAN FRANCISCO, November 26, 1886. }

It appearing from the records of this office that after due notice in writing, accompanied by proper blank forms, the Atlantic and Pacific Railroad Company, a corporation owning and operating a railroad in this State, has failed and neglected to forward the required annual report of its operation and management of said road for the fiscal year last past, to this Commission; and it appearing, in default of such report by said company, that the testimony of its officers and the inspection of its corporate records, books of account, and papers are necessary for the information of this Commission: It is, therefore, hereby ordered that W. A. Bissell, General Manager of said road in this State, be and he is hereby required to appear before this Commission, at its office, No. 14 Dupont Street, in the City of San Francisco, on the fifth day of January, 1887, at eleven o'clock of said day, then and there to testify touching the ownership, operation, and management of said road by said company. It is also further ordered, that he have with him then and there, for reference, explanation, and inspection, any and all books, reports, and papers in his possession or under his control, as General Manager of said company, showing its organization and officers; its capital stock and stockholders; the roads it owns, leases, or operates in this State; their value, mileage, and equipment; their connection with any other roads by prorating traffic or trackage agreements; the revenue, income, sinking, and contingent funds of said company; its funded debt and liabilities; payments of debt or interest guaranteed by any other company; net income and dividends; gross and net earnings per ton, passenger, and train mile; the highest, lowest, and average rates of freight and fare; relative percentages of through and local business in passenger and freight departments, and other matters and things included in a general balance of debits and credits, and of loss and gain, for which said company is required to report to this Commission.

It is further ordered that a certified copy hereof be personally served on said Bissell by the Bailiff of this Commission.

G. J. CARPENTER,
President Railroad Commission.
S. H. PARKER,
Secretary Railroad Commission.

Attest:

I hereby return and certify that on the fourteenth day of December, 1886, I served the foregoing order, by copy duly attested, on W. A. Bissell, at his office in the City of San Francisco, California.

(Signed:)

JOHN P. CARROLL, Bailiff.

ALBUQUERQUE, NEW MEXICO, December 27, 1886.

To Hon. G. J. CARPENTER, President Railroad Commissioners, 14 Dupont Street, San Francisco:

Cases arranged for trial in Supreme Courts prior to notice of your citation on the Atlantic and Pacific, and other pressing business, make it impossible for me to be in San Francisco until after February first. If you can possibly extend the return day of the citation until some time in February, kindly do so, and I will agree to be there. Please wire determination.

(Signed:)

WM. C. HAZELDINE, Solicitor.

Order No. 38:

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF CALIFORNIA.

It appearing by telegram from William C. Hazeldine, attorney of the Atlantic and Pacific Railroad Company, that he desires to be present at the examination of W. A. Bissell before this Commission, and that a postponement thereof for that purpose is proper and necessary; now, therefore, it is hereby ordered that said examination be and the same is hereby fixed for eleven o'clock on Thursday, February 10, 1887.

SAN FRANCISCO, December 27, 1886.

WILLIAM C. HAZELDINE, *Albuquerque, N. M.*:

SIR: Dispatch received, and hearing fixed for February 10, 1887.

G. J. CARPENTER,
WM. P. HUMPHREYS,
W. W. FOOTE,
Railroad Commissioners.

William C. Hazeldine, Solicitor for the above named railroad company, on behalf of Mr. Bissell, its General Manager, stated that the books and records of the company were in Boston, Massachusetts, and beyond his control. That the required annual report of the Railroad Commissioners of the State of California would be filed with the Secretary of the Commission on or before the thirtieth day of June next, and asked that Mr. Bissell be discharged from the force and effect of this citation.

Commissioner Abbott moved:

That in view of Mr. Hazeldine's statement that the books and records of the Atlantic and Pacific Railroad Company are not under the control of Mr. Bissell, that the said Bissell be discharged from the force and effect of the citation, and that the company be granted until the thirtieth day of June next, in which to render a report of their business.

So ordered.

Commissioner Rea offered Resolution No. 1, as follows:

OFFICE STATE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, February 15, 1887. }

To the Directors of the Southern Pacific Company (Northern Division) San Francisco:

GENTLEMEN: This Commission, on the twentieth day of January last, visited the town of Watsonville, Santa Cruz County, for the purpose of examining into complaints made by the citizens of that town against your company.

We find that Watsonville, a town of over twenty-two hundred inhabitants, is practically without a freight depot; that your agent at that point does not issue receipts for freight to be shipped, or load it upon cars. Hence, the people of Watsonville and vicinity are compelled to haul their fruit, consisting largely of delicate berries, to Pajaro, for shipment, an extra distance of one and one half miles, over a very rough road.

We find that fully ninety per cent of the territory producing the freight that is shipped from Pajaro, lies nearer to Watsonville than to the former station.

The testimony of the producers at Watsonville, as well as of the commission merchants who sell their produce in San Francisco, tends to show a considerable damage to small fruits shipped from Watsonville to San Francisco, and, with but one exception, this damage has been attributed to the haul from Watsonville to Pajaro by wagon.

The damage thus sustained has been variously estimated to be from 50 cents to \$4 per crate; this loss upon fifteen thousand crates, the estimated annual shipment, you will readily see is considerable.

In view of these facts, we recommend that you construct at Watsonville station, a substantial freight depot and sheds, and that you appoint a freight agent for that point, giving the shippers at Watsonville all the accommodations and conveniences that you extend to first class stations on your road.

Very respectfully,

P. J. WHITE,
A. ABBOTT,
JAMES W. REA,
Railroad Commissioners.

S. H. PARKER, Secretary.

SOUTHERN PACIFIC COMPANY, NORTHERN DIVISION, }
SAN FRANCISCO, February 25, 1887. }

To the honorable Board of Railroad Commissioners of the State of California:

GENTLEMEN: Your communication of the sixteenth instant has been referred to me by the Directors of this company for acknowledgment and reply.

Your recommendations that a freight agent be appointed at Watsonville, that receipts be issued for freight delivered, and that storage room and other facilities be provided for the accommodation of shippers at that point, are accepted by the company, and will be carried out in the course of a few days.

Very respectfully,

A. C. BASSETT.

SOUTHERN PACIFIC COMPANY, OFFICE GENERAL PASSENGER AGENT, }
SAN FRANCISCO, March 10, 1887. }

DEAR SIR: We beg to inform you that on the first instant, a rate of twenty-five cents took effect for tickets for a round trip between certain points on our lines, as follows:

First—Between San Francisco and Oakland or Alameda.

Second—Between San Francisco and Berkeley.

Respectfully yours,

R. A. DONALDSON,

Assistant General Passenger and Ticket Agent.

STAFFORD H. PARKER, Esq., *Secretary State Board of Railroad Commissioners, San Francisco, California.*

At a session of the Commission, held at its office in the city of San Francisco, on the twenty-fifth day of March, 1887, the complaint of W. H. Robinson vs. the Southern Pacific Company, and the South Pacific Coast Railroad Company, filed with the Board on the fourth day of said month, was taken up, and a copy of the complaint ordered to be served on the defendants, the Southern Pacific Company, and the South Pacific Coast Railroad Company.

A full text of the proceedings are given, as follows:

To the honorable Board of Railroad Commissioners, California:

We wish to complain to your honorable Board of the recent action of the Central Pacific Railroad Company, and the South Pacific Coast Railroad Company, in making a new rule in regard to monthly tickets between points in Alameda County and this city.

During the past ten to twenty years these railroad companies have sold monthly tickets that entitled the purchaser to as many round trips as there were days in the month, and during all these years the holders of these tickets, with the sanction and approval of the railroad companies, were allowed *one, two, or three* round trips any day they saw fit, or their business required, provided, that during the month the whole number of trips did not exceed the days in the month.

By a recent order of the railroad companies this privilege is refused to the passenger, and he is only allowed one trip each day, so that if he should fail to use his ticket during, say, twenty-five days in the month, and then want two trips in one day, he would be refused.

We hold that this action of the railroad companies is a plain violation of Section 30, Article XII, of our Constitution.

The number of passengers who hold these tickets is not far from twelve thousand, and we are quite sure that the total number of passengers that take all the trips allowed on their tickets would be less than two thousand; probably not one thousand on an average take all the trips allowed by their tickets; while three or four thousand passengers do not take more than from one half to one third of the trips allowed by tickets; so that while the nominal round trip, as per ticket, is 10 cents, the actual rate, as paid by passengers, is fully fifty per cent higher, or 15 cents per round trip, and under the recent rule this rate will be materially increased to the benefit of the railroad companies and the detriment of the residents of Oakland and neighboring towns.

It, no doubt, will be held by the railroad companies that their recent order is only an enforcement of the conditions that have always been printed on tickets.

Of course, it is well known to your honorable Board that all Courts before whom this point has been tested have decided that the "actual usage and the custom between carriers and passengers" makes the law that governs in this and similar cases, and not the obsolete printing the carrier may see fit to put on his ticket.

For from ten to twenty years the uniform usage and custom of these railroad companies has been to allow each passenger thirty round trips during the month, and he could at his option take these as he saw fit.

So far as we know or can learn from others the railroad companies have never objected to any passenger taking as many trips as he saw fit in one day, and until this recent order

they uniformly and knowingly sanctioned the usage and custom already stated of letting passengers take the trips called for on tickets as they saw fit. And we hold it is a clear violation of the rights of the people, and our State Constitution, as before referred to.

The actual damage suffered by any one passenger may be but a few dollars each month or year; consequently, no matter how clear his legal rights may be, a single person can much better afford to suffer the wrong, rather than maintain his rights in our Courts, at a cost to him of several hundred dollars.

This fact makes it all the more necessary for your honorable Board to take such action as will protect the rights of the public.

In bringing this matter before your honorable Board, I am quite *sure* that I express not merely my personal views, but the views of the great majority of the twelve thousand persons who travel on monthly tickets.

It may be contended by the railroad companies that their recent action is not increasing their established *rate of fare*.

Take the actual facts in the case of at least one thousand of those who hold commutation tickets, and take less than twenty daily trips, but want to take on four days of the month two trips, to do this under the new rule would cost them \$1 extra, or \$4 for the same rides they used to get for \$3; and this is as clearly an increase in the rate of fare as if the selling price of the ticket had been increased.

Again, it may be claimed that these are not regular tickets, but "*commutation*," sold at less rates than the regular tickets, and that they are not subject to the constitutional provision referred to.

Of course, it is well known to your honorable Board that only local passengers are charged fare between Oakland and San Francisco; that all passengers to *other than "local"* points ride free between San Francisco and Oakland; as in all cases the passenger who buys his ticket in Oakland pays the same fare as the one who buys in San Francisco and rides through Oakland to other points. The same is true of passengers buying tickets (beyond the local rates) to Oakland, or San Francisco, that the fare is the same to both places, so that in reality all passengers ride free between San Francisco and Oakland, *except the so called local passengers*. Hence, the through tickets cannot be considered the regular tickets.

Twelve thousand passengers (more or less) daily make the round trip between local points, and about four fifths of these travel on the so called monthly commutation ticket, and have been doing so for many years, and have been allowed two or more trips daily to the full number stated on the ticket.

Under the present arrangements not five per cent of the travel will be on what the railroad companies call the *regular ticket*. Hence, we hold that the tickets on which more than four fifths of all the traveling is done are the regular and usual tickets. But no matter how they may be classified, or by what name called, they come under the constitutional provision referred to.

Thousands of people who live across the bay were induced to do so by the practice and promises of the railroad companies that the ferry fare would not be increased.

The ferries between this city and Alameda County are the great highway of the State and Nation, over which nearly ten millions of people pass to and fro yearly, and any rate of toll established without the consent of the people, is a plain violation of our laws. No thinking man will question the right of the carriers to a full and reasonable compensation for their service, and *clearly* a rate that these carriers established of their own *free* will years ago, when the travel was not half what it is now, was then a full compensation for their service, and *must* be so now without the recent increase.

We hold it is the plain duty of your honorable Board to the thousands of people in this city and Alameda County, to compel the railroad companies to continue the rates and usages they established, and not permit any increase in rates or charges in the customs of travel to the detriment of the public and benefit of the railroad companies.

Respectfully submitted.

W. H. ROBINSON, Alameda, California.

March 4, 1887.

SOUTHERN PACIFIC COMPANY, OFFICE GENERAL PASSENGER AGENT, }
SAN FRANCISCO, April 14, 1887. }

To the honorable Board of Railroad Commissioners, San Francisco:

GENTLEMEN: With reference to complaint made to your honorable Board, under date of the fourth ultimo, by Mr. W. H. Robinson, I beg to state the same was referred to our company's counsel, and I have been instructed to give the following reply:

Mr. Robinson, in his complaint, says: "We wish to complain to your honorable Board of the recent action of the Central Pacific Railroad Company, and the South Pacific Coast Railroad Company, in making a new rule in regard to the monthly tickets between points in Alameda County and this city. We hold that this action of the railroad companies is a plain violation of Section 20, Article XII, of our State Constitution."

The first clause of Section 20, Article XII, of the Constitution, prohibits railroad companies or other common carriers from combining with or making contracts with the owners of vessels leaving or making port in this State, or with common carriers by which combination or contract the earnings of one doing the carrying are to be shared by the other not doing the carrying.

Plainly, the new rule complained of by Mr. Robinson does not violate that clause.

The second clause of the section is as follows, viz.: "That whenever a railroad corporation shall, for the purpose of competing with another common carrier, lower its rates for transportation of passengers or freight from one point to another, such reduced rate shall not be again raised or increased from such standard without the consent of the governmental authority in which shall be vested the power to regulate fares and freights."

The complaint does not allege that the rule in force before the new rule complained of, was made "for the purpose of competing with another common carrier." Neither does it allege that the companies lowered their rates for any such purpose, or at all.

Neither the old nor the new rule was made for the purpose of competition, nor in fact for the lowering of rates.

The new rule does not fall within any prohibition prescribed by Section 2, of Article XII, of the Constitution. The monthly tickets mentioned in the complaint are not issued or sold under the provisions of, or in violation of Section 20, but are issued and sold under and by virtue of express authority given to the railroad companies by the last clause of Section 21, Article XII, of the Constitution, which provides that "excursion and commutation tickets may be issued at special rates." The tickets complained of have plainly printed on the face of them the words, "Individual Monthly Commutation Ticket," so that they are commutation tickets, and they are in fact sold at a price below the usual local ticket rates.

Neither the Constitution nor the Act of the Legislature approved April 15, 1880, to organize and define the powers of the Board of Railroad Commissioners, limits the power, or prescribes any rule governing railroad companies in the matter of issuing commutation tickets at special rates.

No law compels a railroad company to issue excursion or commutation tickets. They are always the subject of a special contract between the railroad company and the purchaser.

The tickets complained of are issued by the company at special rates for the convenience of persons who are supposed to have occasion to go to and from the places named, daily, or as frequently as they may wish, not exceeding one daily round trip during the period named in the contract.

There is no question but that any bona fide holder of one of these tickets may make a round trip every day in the month, if he chooses so to do.

The complaint does not allege that there is any discrimination in favor of any purchaser, nor in fact is there.

That railroad companies have the right to make special contracts with excursionists and commuters as to places, rates, and time of duration, is too well settled by numerous decisions of the Courts to admit of discussion.

It does not appear that Mr. Robinson has any interest in the matter, but if it does so appear, or if he is in fact a commuter, the complaint is without merit, and we beg to most respectfully submit that your honorable Board has no jurisdiction over the matter, and the complaint will no doubt be dismissed when the questions raised are fully examined.

I remain very respectfully your obedient servant,

T. H. GOODMAN,
General Passenger and Ticket Agent.

OFFICE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, April 18, 1887. }

Honorable GEO. A. JOHNSON, *Attorney-General*:

DEAR SIR: I am directed by the Board of Railroad Commissioners to inclose papers in the case of W. H. Robinson vs. The Central Pacific and South Pacific Coast Railroad Companies, with the answer of Mr. T. H. Goodman, General Passenger and Ticket Agent Southern Pacific Company, respectfully requesting your opinion as to their jurisdiction in the premises, and, if possible, that you will forward said opinion on or before the first proximo, as the meeting of the Board is called for the third.

Very respectfully your obedient servant,

S. H. PARKER,
Secretary of the Board.

OFFICE OF THE ATTORNEY-GENERAL OF THE STATE OF CALIFORNIA, }
SACRAMENTO, May 17, 1887. }

To the honorable the Board of Railroad Commissioners of California:

GENTLEMEN: In your communication of eighteenth ultimo, the inclosed complaint alleges: "During the past ten or twenty years these railroad companies [referring to the Central Pacific Railroad Company and the South Pacific Coast Railroad Company] have sold monthly tickets that entitled the purchaser to as many round trips as there were days in the month. And during all these years the holders of these tickets, with the sanction and approval of the railroad companies, were allowed one, two, or three round trips any day they saw fit or their business required, provided that during the month the whole number of trips did not exceed the days in the month. By a recent order of the railroad companies this privilege is refused the passenger, and he is only allowed one trip each day, so that if he should fail to use his ticket during say twenty-five days in the month, and then want two trips in one day, he would be refused."

It gives an example of the actual working of the new rule as follows: "Take the actual fact in the case of at least one thousand of those who hold commutation tickets, and take less than twenty daily trips, but want to take on four days of the month two trips; to do this under the new rule would cost them \$1 extra, or \$4 for the same rides they used to get for \$3."

You inclose the complaint of W. H. Robinson, laid before you on the subject, and the answer of the Southern Pacific Company by T. H. Goodman, in which it is claimed by the company that your honorable Board has no jurisdiction over the matter.

You ask the opinion of this office on the question of jurisdiction of your honorable Board to redress the grievance complained of.

So much of the Constitution of the State as bears directly on this subject is contained in Sections 20 and 21 of Article XII. The latter part of Section 20 says: "And whenever a railroad corporation shall, for the purpose of competing with any other common carrier, lower its rates for transportation of passengers or freight from one point to another, such reduced rates shall not be again raised or increased from such standard without the consent of the governmental authority in which shall be vested the power to regulate fares and freights."

In this section nothing whatever is said about excursion and commutation tickets. The bold inhibition is made against raising reduced rates from the standard once established, without the consent of the proper governmental authority. If it was intended to exclude commutation tickets from this inhibition, the framers of the Constitution would have made this exception in Section 20, while regulating this special matter of not raising rates once reduced. They make no exception where, if an exception was intended an exception was required, and would have been formulated in its proper place. The first and only place where excursion and commutation tickets are provided for is in Section 21. That section provides *against discrimination* in charges or facilities between places or persons, and that the charges for the short haul shall not exceed those for the long haul, adding, however, that "excursion and commutation tickets may be issued at special rates."

Can any one plausibly, much less successfully, contend that this latter provision has any reference whatever to the inhibition in Section 20 against raising rates once reduced? The subject-matter of Section 21 is a different kind of inhibition; it is an inhibition *against discrimination*. The word "discrimination" does not occur in Section 20 at all. The provision, therefore, as to excursions and commutation tickets, must be confined to the subject-matter of discrimination, meaning evidently this: that although no discrimination shall be made in charges or facilities for transportation between places or persons, and that the charges for the short haul shall not exceed those for the long haul, yet that excursion and commutation tickets may be issued at special rates, and that this shall not be discrimination.

To say that this provision as to excursion and commutation tickets shall apply to something else, to a different subject-matter, to the inhibition against raising rates once reduced, and shall be made to operate as an exception to, or to qualify that inhibition, is to transpose words against the grammar of the language and all sound constitutional exegesis.

It would be to do something which the framers of the Constitution have not done. It would be arbitrarily to remedy some fancied defect in that instrument. It would be against that precept, which should be a guiding light to every interpreter of the law, and engraved upon the seal of every Court: "To expound, not to make the law."

If the framers of the Constitution had intended that the provision as to excursion and commutation rates should qualify the inhibition against raising rates once reduced, the provision would have been naturally inserted in Section 20, and would not have been confined to Section 21, which deals with an entire different subject-matter, that of discrimination.

And the insertion of this provision in Section 21 in the nature of an exception, and its entire absence in Section 20, is significant and controlling, for Lord Bacon says: "That as exception strengthens the force of a law in cases not excepted, so enumeration weakens it in cases not enumerated."

I am of the opinion, therefore, that commutation tickets are not excepted from the operation of the latter part of Section 20 of the Constitution, and if, as alleged by Mr. Robinson in his complaint, "during the past ten or twenty years these railroad companies have sold monthly tickets that entitled the purchaser to as many round trips as there were days in the month, and during all these years the holders of these tickets, with the sanction and approval of the railroad companies, were allowed one, two, or three round trips any day they saw fit or their business required, provided that during the month the whole number of trips did not exceed the days in the month," then the new rule which you refer to, sought to be enforced by said companies, could not go into operation "without the consent of the governmental authority, in which shall be vested the power to regulate fares and freights;" that is to say, if by the new rule the rates are raised from the former standard, and if the former standard was adopted for the purpose of competing with any other common carrier.

Of these in their order, first—Is the effect of the new rule to raise the rates from the former standard? I quote from Mr. Robinson's complaint: "Take the actual facts in the case of at least one thousand of those who hold commutation tickets and take less than twenty daily trips, but want to take on four days of the month two trips; to do this under the new rule would cost them \$1 extra, or \$4 for the same rides they used to get for \$3."

If this is so, I agree with Mr. Robinson that "this is as clearly an increase in the rates of fare as if the selling price of the tickets had been increased."

Numerous illustrations might be given where the increase would be more apparent. Suppose the business of a person holding a commutation ticket should only call him from Oakland to San Francisco and return twenty days in the month, but on those twenty days, or some of them, he should find it necessary to make ten additional trips; now, his transportation in this case would cost him for the month, instead of \$3, the sum of \$5 50, a loss to him and a gain to the companies of \$2 50 during the month. Suppose one thousand persons similarly situated, the companies would realize \$2,500 from the increased rates. Suppose the same state of facts continued for a year, the gain to the companies would be \$30,000. Suppose the same state of facts continued for a year, except that instead of one thousand such persons there should be five thousand, the revenues of the companies would be increased \$150,000.

Can any one successfully contend that there has been no increase of rates, when by the adoption of the new rule the companies in the case supposed may have gained this large sum? The bare statement of the proposition is its own refutation.

The fact that San Francisco and Oakland are near to one another makes no manner of difference. The constitutional inhibition against raising reduced rates applies to transportation "from one point to another."

Now if Mr. Robinson's statement in his complaint is correct that "for from ten to twenty years the uniform usage and custom of these railroad companies has been to allow each passenger thirty round trips monthly during the month, and he could, at his option, take them as he saw fit;" does it make any difference that the new rule is, as it is claimed to be, "only an enforcement of the conditions that have always been printed on the tickets."

The usage and custom of the companies must govern in such cases. They cannot claim that to be a rule which they have broken continuously. It is not the rule as claimed, but the infraction of the rule willfully, or tolerated by them, which becomes the authoritative action of the companies. The rule becomes a sham which the law will not tolerate, and the infraction becomes the rule, which binds the companies. Any other construction would be inconsistent with that good faith which all law requires.

But still another question remains to be answered. Was the former standard or rule adopted for the purpose of competing with any other common carrier?

The Constitution, Article XX, says: "And whenever a railroad corporation shall, for the purpose of competing with any other common carrier, lower its rates for transportation of passengers or freight from one point to another, such reduced rates shall not be again raised or increased from such standard without the consent of the governmental authority in which shall be vested the power to regulate fares and freights."

Whether or not the companies lowered their rates *for the purpose of competing with any other common carrier*, before the adoption of the new rule, does not appear in Mr. Robinson's complaint. This must be affirmatively shown. This part of the Constitution is as imperative as any other part. The reason of the constitutional provision is that large transportation companies should not be permitted to cripple or destroy weaker competitors, by reducing the rates of carriage so as not to be self sustaining, and when by superior means and facilities they have thus accomplished the downfall of the latter, then to revive the old schedule of fares and freights and thus make them still more odious. The encouragement of such a tendency would be in the interest of powerful monopolies, which it was the design of the Constitution to thwart. While the Constitution permits a *fair field and honorable competition*, it does not sanction the destruction of the weak under the guise and glamour of competition, and thus seek to bring upon the State the very ills which the tendency of a healthful competition is to avert.

Unless, therefore, there is a proper showing by Mr. Robinson, that the old standard of rates was adopted for the purpose of competing with some other common carrier, and the same is sustained by the evidence, you should dismiss the complaint; but if the evidence sustains such an allegation (and Mr. Robinson can amend his complaint in this particular), then I answer your inquiry as to jurisdiction and maintain that you have it, and have it fully under Section 22, Article XII, of the Constitution, and under the Act to organize and define the powers of the Board of Railroad Commissioners, approved April 15, 1880.

Very respectfully yours,

G. A. JOHNSON, Attorney-General.

ORDER No. 2.

STATE OF CALIFORNIA, OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, }
 PHELAN BUILDING, SAN FRANCISCO, June 2, 1887. }

Having examined and considered the communication of W. H. Robinson, of Alameda, complaining of the recent order of the Southern Pacific Company, and South Pacific Coast Railroad Company, which was put in force on the first day of March last past, allowing only one round trip per day on commutation tickets between San Francisco, Oakland, Alameda, and Berkeley, and canceling all back dates unused, whereas it has been the custom of the railroad companies to allow the full number of trips called for on said tickets at the pleasure of the holder for years past, and that as the Courts hold that the "actual usage and custom between the carriers and passengers make the law," we hold that the recent order of the Southern Pacific Company, and the South Pacific Coast Railroad Company, limiting to one round trip per day on their commutation tickets

between the points above named, is a violation of Article XII, Section 20, of the Constitution of the State of California, 1879, and should be rescinded.

This order to take effect on the third day of June, 1887.

P. J. WHITE, Railroad Commissioner, Second District.
A. ABBOTT, Railroad Commissioner, First District.
JAS. W. REA, Railroad Commissioner, Third District.

I hereby return and certify that, on this second day of June, 1887, I personally served the foregoing order, by copy duly attested, on T. H. Goodman, General Passenger and Ticket Agent, Southern Pacific Company, at his office in the City of San Francisco, California, at 1:50 o'clock P. M.; and also a copy of same, duly attested, on A. E. Davis, Vice-President of the South Pacific Coast Railroad Company, at the office of the company, 230 Montgomery Street, at 2:20 o'clock P. M., in the city and State above named.

JOHN P. CARROLL, Bailiff.

SOUTHERN PACIFIC COMPANY, OFFICE OF THE PRESIDENT, }
SAN FRANCISCO, June 2, 1887. }

To the Board of Railroad Commissioners of the State of California:

GENTLEMEN: I am in receipt of your communication of this date, covering a paper of which the following is a copy:

"Having examined and considered the communication of W. H. Robinson, of Alameda, complaining of the recent order of the Southern Pacific Railroad Company, and South Pacific Coast Railroad Company, which was put in force on the first day of March last past, allowing only one round trip per day on commutation tickets between San Francisco and Oakland, Alameda, and Berkeley, and canceling all back dates unused.

"Whereas, it has been the custom of the railroad companies to allow the full number of trips called for on said tickets, at the pleasure of the holder, for years past; and that as the Courts hold that the actual usage and custom between the carriers and passengers make the law.

"We hold that the recent order of the Southern Pacific Company and the South Pacific Coast Railroad Company, limiting to one trip per day, on their commutation tickets, between the points above named, is a violation of Article XII, Section 20, of the Constitution of the State of California, 1879, and should be rescinded. This order to take effect on June 3, 1887.

"P. J. WHITE,

"A. ABBOTT.

"JAMES W. REA.

"Railroad Commissioners.

"Attest:

"S. H. PARKER,

[SEAL.] "Secretary of the Board."

I am advised that no such order as the one referred to in your paper was ever made or put in force by the Southern Pacific Company.

When the Central Pacific Railroad Company came into possession of the Oakland Ferry and local lines, the rate of charge for the transportation of passengers was 25 cents for a single trip. The distance covered by the tickets issued averaged about ten miles, thus making the rate $2\frac{1}{2}$ cents per mile.

The Central Pacific Railroad Company reduced the single-trip rate to 15 cents, and the round trip rate to 25 cents, and these rates have ever since been maintained. I am advised that up to September, 1884, we sold commutation tickets to any person desiring the same, for \$3, each ticket giving the purchaser the right, if he saw proper, to make one round trip daily during the month for which the ticket was sold. This was not done in the face of competition, but in its absence. In doing this we had a twofold object:

First—To increase the travel, and thereby the receipts of the company; and,

Second—To offer facilities for communication between the growing city of Oakland and the city of San Francisco.

In September, 1884, we ceased to sell such tickets, and began the selling of tickets at the rate of \$3 per month, which gave to each purchaser the right, if he saw proper, to make thirty round trips during the month for which the ticket was sold.

Shortly after issuing these tickets it was found that the holders of many of them were using them not only for themselves, but in violation of their contracts, were permitting others to use them. It was impossible for the company to detect in every case the fraudulent use of such tickets. The abuse became so great that on the first day of March, 1887, we ceased issuing any such tickets. Since the first day of March we have issued to any person so desiring, a ticket good for the person to whom issued for one round trip daily, during the month for which the ticket was issued.

In other words, we made a special contract with any person who desired to make the same, by which we agreed to give him the right to make one round trip daily, if he chose so to do, for \$3 per month. The established rate is \$7 50. Any one who thinks it is to his advantage to commute this established rate to \$3 for the right to make one round trip daily, has the privilege and opportunity to do so.

Since the Central Pacific Railroad Company reduced the established rate from 25 cents

a trip to 15 cents, and fixed the round trip rate at 25 cents, there has been no change whatever in established rates.

There are about four thousand of these tickets out; they constitute special contracts between the company, of which I am President, and the holders of the tickets. We cannot be relieved from the obligation of these contracts by an order made by your Board, or any other State authority, for the reason that the Federal Constitution itself prohibits the State from in any manner impairing the obligation of contracts.

If we were to-morrow morning to refuse to honor these tickets, I am advised that the holders thereof would each have a cause of action against us; besides, if it were legal for the company so to do, it would be a serious breach of faith upon its part, and an act which would bring injury not only to individuals, but to the whole city of Oakland, in the prosperity of which this company is deeply interested.

The Constitution of the State of California expressly authorized transportation companies to commute the rates established by law. It authorizes such companies to issue excursion and commutation tickets at special rates.

Webster defines commutation to be "the purchase of a right to go upon a certain route during a specified time for a less amount than would be paid in the aggregate for separate trips."

The word commute he defines as follows: "To pay less for in the gross than would be paid for separate trips; used in reference to the privilege of traveling upon a certain route for a specified time, as to commute the passage for a year."

Under the Constitution we clearly have the right to issue commutation and excursion tickets at special rates. In common with all other railroad companies, acting under similar laws, we have exercised that right, changing the commutation or excursion rates from time to time, as the exigencies of the business or the interest of the companies might demand.

It has never been considered that because we commuted the rates at a certain amount at any given time, we were bound to make the same commutation for all time to come.

Indeed, the Constitution itself provides for special rates as contradistinguished from rates established, and this necessarily involves the making of a special agreement for such rates.

The Southern Pacific Company not having made the order referred to, it follows that it could not rescind.

Very respectfully,

LELAND STANFORD.

ALAMEDA, June 7, 1887.

Honorable Board of Railroad Commissioners of State of California:

GENTLEMEN: This letter is not intended to in any way discuss the case of Robinson vs. the Railroad Companies in regard to ferry tickets. That matter was fully discussed before your honorable Board and adjudicated by you. But as Mr. Stanford's letter of June second is on file in your office, and publicly raises a question of veracity in regard to the issuance of the order we complained of, and that the decision of your Board ordered rescinded, I deem it proper to file with your Board the *order itself*, of which Mr. Stanford says: "I am advised that no such order as the one referred to in your paper was ever made or put in force by the Southern Pacific Company."

Respectfully yours,

W. H. ROBINSON.

SOUTHERN PACIFIC COMPANY AND SOUTH PACIFIC COAST RAILROAD COMPANY.

Notice to passengers of the San Francisco, Oakland, and Alameda ferries:

Owing to the imposition that is being practiced upon our respective companies by the irregular and illegitimate use of our monthly commutation tickets, sold at the very low rate of \$3 per month, making a net rate of 5 cents per trip, we find it necessary, and hereby give notice that, commencing March first next, these tickets will be confined to the following provisions, to wit:

They will be good (and so honored) only for one round trip daily during the month sold for, and gate collectors at the piers on the east side of the bay will punch these tickets according to the day (or date) of the month as presented, and will not allow transportation on the tickets for any back dates possibly unpunched.

W. T. FITZGERALD,
General Freight and Passenger Agent.

T. H. GOODMAN,
General Passenger and Ticket Agent.

Approved:
L. FILLMORE,
General Superintendent South Pacific Coast Railroad.

Approved:
A. N. TOWNE,
General Manager Southern Pacific Company.

SAN FRANCISCO, February 14, 1887.

Before the honorable Board of Railroad Commissioners of the State of California.

W. H. ROBINSON, *Complainant*,
 vs.
 SOUTH PACIFIC COAST RAILROAD COMPANY, *Defendant*. }

The party complained of is the South Pacific Coast Railroad Company, a corporation doing business as common carriers of passengers between Alameda and San Francisco, State of California.

The complainant alleges, as cause of action, as follows:

I.—That he holds a regular ticket that entitles him to thirty round trips during the present month between the aforesaid places, and that he had taken only three of said trips, and was entitled to twenty-seven more.

II.—That on the third day of the month of June, at 5 o'clock p. m., he presented said ticket to the agent at the gate of said corporation at the Alameda mole, requesting a trip to San Francisco, and that said agent refused to allow said complainant to take said ride, and by force and violence prevented him taking said ride.

III.—Complainant then and there stated to said railroad company's agent that by the laws of the State, and the recent orders of your honorable Board, that he was lawfully entitled to said ride, but was refused, said agent stating he had just received special orders from Mr. Davis (Vice-President of said railroad company) not to respect said order of your honorable Board, and not to let complainant ride.

IV.—That said refusal to let plaintiff ride was a gross violation of the laws of the State, and of the order and decision of your honorable Board in regard to said tickets. And complainant asks your honorable Board to exercise the powers conferred on you by the Constitution and the laws of the State, and compel said railroad company to obey them and your decision.

And that your honorable Board take such further action as will compel said corporation to respect the rights of this complainant, and the large number of residents of Oakland and Alameda who travel on similar tickets.

Complainant, being duly sworn, deposes and says, that the statements in this complaint, made as of his knowledge, are true; and those made on his information and belief, he believes to be true.

W. H. ROBINSON,
 Complainant.

Sworn to before me this fourth day of June, 1887.

P. J. WHITE,
 President Railroad Commissioners.

SUMMONS.

Before the Board of Railroad Commissioners of the State of California.

W. H. ROBINSON, *Plaintiff*,
 vs.
 THE SOUTH PACIFIC COAST RAILROAD COMPANY, *Defendant*. }

The People of the State of California send greeting to the South Pacific Coast Railroad Company:

You are hereby required to appear and make answer in writing, under oath, within fifteen (15) days from the day of service, to the allegations in the complaint of the above named complainant, W. H. Robinson, who complains that he was refused a trip from Alameda to San Francisco on the afternoon of the third day of June, A. D. 1887, in violation of the order of the State Board of Railroad Commissioners, passed on the second instant, regulating commutation tickets between San Francisco and Oakland, Alameda, or Berkeley, as will more fully appear in the complaint on file herein, a copy of which is hereto annexed, and to which reference is hereby specially made.

Given under my hand and seal of the Railroad Commissioners of the State of California, this sixth day of June, in the year of our Lord one thousand eight hundred and eighty-seven.

S. H. PARKER,
 Secretary Board of Railroad Commissioners.

STATE OF CALIFORNIA.

I, J. P. Carroll, Bailiff of the Board of Railroad Commissioners, hereby certify that I personally served the within summons on A. E. Davis, by delivering to him personally, in San Francisco County, State of California, a copy of said summons attached to a copy of complaint, as attached hereto.

Dated at San Francisco, this sixth day of June, 1887.

JOHN P. CARROLL,
 Bailiff of the Board of Railroad Commissioners, State of California.

Before the honorable Board of Railroad Commissioners of the State of California.

W. H. ROBINSON, *Complainant,*

vs.

SOUTH PACIFIC COAST RAILROAD COMPANY, *Defendant.* }

The above named defendant, for answer to the complaint of the above named complainant, says:

That on or about the first day of June, 1887, this defendant, through and by one of its agents and employes, who was then and there fully authorized and empowered so to do, made a contract with the said complainant, in and by which contract and the terms and conditions thereof, this defendant, in consideration of the sum of \$3, lawful money, then and there paid to the defendant by the said complainant, agreed and contracted with the complainant to carry him between the cities of San Francisco and Oakland or Alameda one round trip daily from the first day of June, 1887, to the thirtieth day of the said month and year, both inclusive, and the defendant avers that upon the making of said contract and agreement with the said complainant and the payment by him of said sum of money, this defendant delivered to the said complainant, as evidence of contract so made and entered into as above set forth, an "Individual Monthly Commutation Ticket between San Francisco and Oakland or Alameda," having the above words in quotation marks plainly printed thereon, and also having plainly printed thereon the following words, to wit: "Good for one round trip daily from first to thirtieth of June, subject to the conditions indorsed hereon, 1887." And this defendant avers that complainant, when he entered into said contract and purchased said individual monthly commutation ticket, well knew all the terms and conditions of said contract, and well knew that this defendant had contracted and agreed with him to carry him one round trip daily between San Francisco and Oakland or Alameda for the month of June, 1887; and he further well knew that this defendant did not contract or agree to carry him more than one round trip on any one day, or any day, or at all, unless he presented said individual monthly commutation ticket at defendant's ferry-gate or to its conductor on a day in June corresponding in date to a number printed on said ticket then unpunched.

That said complainant well knew when he made said contract with this defendant and purchased said commutation ticket, that this defendant thereby agreed to carry him one round trip daily for thirty days at a price below the usual local ticket rates; he well knew, as the fact is, that the rate between San Francisco and Oakland or Alameda for a single trip is 15 cents, and for one round trip 25 cents.

This defendant further avers that ever since it made and entered into said contract with the complainant, and delivered to him said commutation ticket as evidence thereof, it has been at all times ready and willing to comply, and in fact, has complied, with all the terms and conditions of said contract, and in fact, has at all times since, and each day of said month of June, when said ticket was presented with the date unpunched, carried the complainant on its boats and cars between San Francisco and Oakland or Alameda one round trip on said ticket.

And it further avers that it had, on the third day of June, and prior to five o'clock P. M. of that day, carried the complainant one round trip on said ticket, and had, in fact, on that day fully complied with the terms and conditions of its contract with complainant, and he well knew, when he presented said ticket to the agent of said defendant at its gates at the Alameda mole, that said ticket had been punched for that day, and that he had been allowed to make one round trip on that day; and he well knew that it was because of his having already made one round trip on that day that the agent refused to allow him to again travel on that ticket on that day.

Denies that its agent prevented said complainant by force or violence from taking said trip, and avers that if complainant had paid his fare, or had offered to pay his fare, or had purchased a ticket for that trip, he would have been carried to San Francisco.

Denies that complainant holds a regular or any ticket that entitled him to thirty round trips during the month of June, except as hereinbefore averred.

Denies that it had given or caused to be given any special instructions to its agent to refuse to allow complainant to travel on its cars or boats, but admits that it had caused general instructions to be given to its agents not to allow any commuter to make more than one round trip daily on said tickets, or on any other than the one corresponding to the date on the ticket.

Denies that said or any refusal to let plaintiff ride on said ticket on said day at said time was a gross or any violation of the laws of the State or of any lawful order of this honorable Board.

Defendant, having fully answered, prays to be hence dismissed.

A. E. Davis, being duly sworn, deposes and says, that he is an officer, to wit: Vice-President and General Manager of the above named defendant, South Pacific Coast Railroad Company; that he has read the foregoing answer and knows the contents thereof; that the matters therein stated as upon the knowledge of the defendants are true, and those stated on his information or belief he believes to be true.

A. E. DAVIS.

Subscribed and sworn to before me, this tenth day of June, A. D. 1887.

JAMES L. KING,

Notary Public, 308 California Street, San Francisco.

OFFICE OF BOARD RAILROAD COMMISSIONERS, }
SAN FRANCISCO, June 6, 1887. }

Hon. G. A. JOHNSON, *Attorney-General State of California:*

DEAR SIR: By instruction of Mr. P. J. White, President of this Commission, I inclose you a copy of an order of the Board passed at a meeting on the second instant, directing the Southern Pacific Company and the South Pacific Coast Railroad Company to rescind their order of March the first last past, limiting the holders of commutation tickets to one round trip per day, with the answer of the Southern Pacific Company, respectfully requesting your advice in the premises, at an early date.

Very respectfully,

S. H. PARKER,
Secretary of the Board.

OFFICE OF THE ATTORNEY-GENERAL OF THE STATE OF CALIFORNIA, }
SACRAMENTO, June 24, 1887. }

To the honorable the Board of Railroad Commissioners, Phelan Building, San Francisco:

GENTLEMEN: Referring to your letters in reference to the question of ferry rates between Oakland and San Francisco, I will again call your attention to the language used in my letter of the seventeenth ultimo to your honorable Board, to wit: "Unless, therefore, there is a proper showing by Mr. Robinson, that the old standard of rates was adopted for the purpose of competing with some other common carrier and the same is sustained by the evidence, you should dismiss the complaint," etc.

In one of your communications to this office you inclose a paper which contains the following ruling: "We hold that the recent order of the Southern Pacific Company and the South Pacific Coast Railroad Company, limiting to one trip per day on these commutation tickets between the points above named, is a violation of Article XII, Section 20, of the Constitution of the State of California, 1879, and should be rescinded."

If the old rates were adopted for the purpose of competition, and you find that to be a fact, then, it does not matter if, since the first day of March, 1887, to use the language of Mr. Stanford in his letter to you of the second instant, "we made a special contract with any person who desired to make the same, by which we agreed to give him the right to make one round trip daily, if he chose to do so, for \$3 per month," for any special contract violation of the Constitution is null and void, and no contract at all.

I understand from another communication of yours, that Mr. Robinson has filed a second complaint with you against the South Pacific Coast Railroad Company, and from an inspection of the complaint and answer, it seems Mr. Robinson holds a monthly commutation ticket issued to him about the first instant for ferry trips, with such a printed stipulation thereon as Mr. Stanford alludes to.

If Mr. Robinson desires to use his commutation ticket in traveling from Alameda or Oakland to San Francisco and return, as such commutation tickets were used before the first of March last, and when presenting such tickets they are dishonored and passage refused to him on proper demand, Mr. Robinson, in my opinion, is entitled to and should apply for a writ of mandamus against the companies or company so refusing. When a party has not a specific adequate legal remedy, and one competent to afford relief upon the very subject-matter of his application, the performance of a duty which the law specially enjoins as resulting from an office, trust, or station, may be enforced by mandamus. You will understand that this advice is given on your finding as a matter of fact, that the old rates were adopted for the purpose of competing with some other common carrier. If they were not adopted for that purpose, that is the end of the case. This is a matter of fact which will have to be established by Mr. Robinson in the mandamus suit. If the Board are satisfied on this point, and that Mr. Robinson's complaint is otherwise sustained, I think they have the right in their discretion to furnish him with additional counsel, and this office will furnish him with such assistance on the argument of the case, as the necessities of the public business will admit of.

If Mr. Robinson has sustained a special injury or is beneficially interested, he is a proper party-plaintiff to apply for a mandamus, and the counsel who prepares his papers will be furnished, on request, with a list of authorities which have led me to my conclusions.

Mr. Robinson should also ask in his complaint to have the ferry rates fixed and established as they existed and were recognized by the companies or company before the first of March last.

Very respectfully yours,

G. A. JOHNSON, *Attorney-General.*

On the second day of July of the current year, W. H. Robinson, under advise of his attorney, requested that the Board of Railroad Commissioners dismiss his complaint and all proceedings against the Southern Pacific Company and the South Pacific Coast Railroad Company, without prejudice; and on the sixth day of July, he, the said W. H. Robinson, filed a new complaint against the South Pacific Coast Railroad Company.

The full proceedings in the case are as follows:

Before the honorable Board of Railroad Commissioners of the State of California.

W. H. ROBINSON, *Plaintiff*,

vs.

SOUTH PACIFIC COAST RAILROAD COMPANY, *Defendant*. }

The plaintiff, W. H. Robinson, makes the following allegations as cause of action against defendant:

I.—That defendant is a railroad corporation organized and existing under the laws of the State of California, and at the times herein stated was a common carrier of passengers between the places stated in this complaint.

II.—That at the time defendant became a common carrier of passengers between Alameda and San Francisco, the Central Pacific Railroad Company was a common carrier of passengers between the same places.

III.—That defendant established its rates of fare about the same as the Central Pacific Railroad Company had then in force, and soon after extending its tracks into Oakland, thereby making another competing line with the Central Pacific Railroad.

IV.—That previous to 1884 both railroad companies had sold to the public, for \$3, a so called monthly commutation ticket that entitled the holder to as many daily round trips between the places named on it as there were days in the month for which it was issued. Among the printed conditions on such tickets was one that read, "Good for one round trip daily from first to thirty-first of —," giving name of month.

V.—For a year or more previous to November, 1884, the Central Pacific Railroad Company, without any change in the words of the rule on its tickets, "Good for one round trip daily during the month of —," began giving passengers on these tickets more favorable conditions, by allowing more than one round trip daily, by punching dates in advance.

VI.—That previous to November, 1884, said defendant, without any change in the wording of the rule on its tickets, "Good for one round trip daily from first to thirty-first of —," for the purpose of competing with the Central Pacific Railroad Company, began giving the holders of these tickets as many round trips as there were days in the month, to be taken at the option of the holder, one or more daily; and said rates of fare were just and reasonable to defendant, being full remuneration for the service rendered.

VII.—That for some time before, and continuously since November, 1884, until March 1, 1887, defendant has allowed all holders of its monthly commutation tickets as many rides as there were days in the month, one or more daily, without any change in the printing on tickets, "Good for one round trip daily from first to thirty-first of —," giving name of month.

VIII.—That on information and belief, which subsequent events have shown to be true, plaintiff avers that previous to February 14, 1887, mutual negotiations were commenced between defendant and its competitor, the Central Pacific Railroad Company, for the sale of the defendant's property to the Central Pacific Railroad Company. That said sale and purchase has since been consummated. That now both roads are under one management, and their financial interests belong to one company, so that all competition between them ceased on or before the fourteenth day of February, 1887, at which time the defendant and the Central Pacific Railroad Company, by mutual agreement and joint notice, signed by the officers of both roads, and dated February 14, 1887, to take effect March 1, 1887, increased their rates of fare on defendant's road by allowing only one trip each day, and compelling the ticket holder to lose all trips not so taken.

IX.—That on the first day of June, 1887, plaintiff paid defendant \$3 for the usual monthly passenger ticket that entitled him to thirty round trips between Alameda and San Francisco, he having the right to take said trips at his option, for business or pleasure, one or more daily.

X.—That during the month of June plaintiff took twenty-three round trips on his monthly ticket, and defendant refused to let him have the three more demanded in said month of June, there being six or more unpunched trips on his ticket, and compelled him to pay seventy-five cents for said three trips. Defendant would have, previous to March first, allowed plaintiff to take said three trips precisely as he demanded, without extra charge.

XI.—That on the twenty-third day of June, defendant carried plaintiff part of the distance from Alameda to San Francisco, on his monthly ticket, and had ample time and means to carry the rest of the distance. The plaintiff then presented said ticket to defendant at Alameda mole, requesting to be carried the rest of the trip, but defendant refused to carry him, and by force prevented him taking said trip, and compelled him to pay extra fare.

XII.—That the acts of defendant in making said regulation on February fourteenth, and enforcing it on March first, and continuously since then, by force and violence, has deprived plaintiff and many others of their rights.

XIII.—Wherefore, plaintiff asks this honorable Board to summons said defendant, the South Pacific Coast Railroad Company, to answer this complaint, and on coming in of said answer, to find and determine that the acts of defendant herein complained of are in violation of the Constitution and laws of the State; and plaintiff also asks that this honorable Board find and declare that the regulation and notice of defendant, dated February fourteenth, and which took effect March first, and all other notices or instructions of the same import, given to defendant's servants, or enforced by any of them, were in violation of Art. XII, Sec. 20 of the Constitution of this State, and null and void, and that

plaintiff, and all other holders of said monthly commutation tickets, have been since March first and now are entitled to all the rights and privileges they enjoyed on said tickets before that date, to wit: as many trips as there are days in the month, at option of holder, one or more daily.

XIV.—Plaintiff also prays that this honorable Board, under the authority vested in it by the Constitution and statutes of this State, do order and establish the rate of fare that may be charged by the said railroad company, or any other railroad company, for carrying passengers between Oakland and Alameda—places in Alameda County—and San Francisco, shall not be more than \$3 for as many round trips between the places named as there are days in the month, and that passengers may take these trips as they see fit, one or more daily during the month.

XV.—And plaintiff further prays that with the exception of the change this honorable Board is now requested to make, in the existing terms and conditions exacted by said railroad company, on said monthly commutation tickets, that this honorable Board do ordain and establish that all rates of passenger fare now allowed or charged by said railroad company on all kinds and classes of tickets, between the places heretofore named, shall be the maximum rate of fare, and shall not be increased or abolished by said defendant.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

W. H. Robinson being duly sworn, deposes and says, that he is the plaintiff in the foregoing complaint, and knows the contents thereof, and that the same is true of his own knowledge, except as to the matters therein stated on his information and belief, and as to those matters he believes it to be true.

W. H. ROBINSON.

Subscribed and sworn to before me this sixth day of July, 1887.

[SEAL.]

P. J. WHITE,
President Railroad Commission.

SUMMONS.

Before the Board of Railroad Commissioners of the State of California.

W. H. ROBINSON, *Plaintiff*,

vs.

THE SOUTH PACIFIC COAST RAILROAD COMPANY (a corporation), *Defendant*. }

The People of the State of California send greeting to the South Pacific Coast Railroad Company (a corporation):

You are hereby required to appear and make answer, in writing, under oath, within fifteen (15) days from the day of service, to the allegations in the complaint of the above named complainant, W. H. Robinson, who complains that the rates of fare between San Francisco and Oakland, or Alameda, were reduced for the purpose of competition, and subsequently increased, thereby violating Section 20, Article XII, of the Constitution of the State of California; and also to show cause why the rate on monthly commutation tickets between said points should not be fixed at a sum not to exceed \$3, the holder of said commutation ticket to be allowed as many round trips as there are days in the month, said trips to be taken at the option of the holder, and that in all other respects existing rates between the points above mentioned should not remain as they now are. And you are hereby referred to the complaint of the said W. H. Robinson on file herein, a copy of which is made a part hereof, for further particulars in regard to all matters herein named.

Given under my hand and seal of the Railroad Commissioners of the State of California, this sixth day of July, in the year of our Lord one thousand eight hundred and eighty-seven.

S. H. PARKER,

Secretary Board of Railroad Commissioners.

STATE OF CALIFORNIA.

I, John P. Carroll, Bailiff of the Board of Railroad Commissioners, hereby certify that I personally served the within summons on Chas. S. Neal, Secretary, by delivering to him personally, in the City and County of San Francisco, State of California, a copy of said summons attached to a copy of the complaint of W. H. Robinson vs. The South Pacific Coast Railroad Company (a corporation), as attached hereto.

Dated at San Francisco this sixth day of July, 1887.

JOHN P. CARROLL,

Bailiff of the Board of Railroad Commissioners, State of California.

Before the Board of Railroad Commissioners of the State of California.

W. H. ROBINSON, *Plaintiff*,
vs.

SOUTH PACIFIC COAST RAILROAD COMPANY (a corporation), *Defendant*. }

The above named defendant, "South Pacific Coast Railroad Company" (a corporation), without in any manner waiving, but in all things expressly insisting upon its objection and demurrer to the complaint of the plaintiff above named herein and hereby made, presented, and reserved on the grounds:

First—That the said complaint does not state facts sufficient to authorize this proceeding; and,

Second—That it does not conform to the requirements of Section 9, Chapter 59, Statutes of 1880; for answer in its behalf to the said complaint admits, denies, and avers as follows, to wit:

Defendant admits that it was a railroad corporation, organized and existing under the laws of the State of California, and a common carrier of passengers, at the times and between the places stated in the complaint.

Defendant admits that at the time it became a common carrier of passengers between Alameda and San Francisco, the Central Pacific Railroad Company was a common carrier of passengers between the same places.

Defendant admits that the rates of fare established by it were about the same (in so far as defendant is advised) as those the Central Pacific Railroad Company had then in force, and that defendant extended its tracks into Oakland.

Defendant denies that previous to 1884, or at any time, both railroad companies sold or had sold to the public for \$3, a so called, or any, monthly commutation ticket, that entitled the holder to as many daily round trips between the places named on it as there were days in the month for which it was issued; but as to this, defendant avers that prior to 1884, and continuously thereafter, this defendant sold for \$3, to every purchaser who applied therefor, an individual monthly commutation ticket, which, if presented by the purchaser named therein, entitled such purchaser, but no other person, to one round trip only between the places therein designated, over the ferry and connecting local railroad lines of this defendant, upon each day of the month for which it was issued, if desired by such purchaser; and, in so far as defendant is advised, the Central Pacific Railroad Company sold a similar ticket, over its ferry and connecting local railroad lines, for a like sum and upon substantially the same terms.

Defendant admits that among the printed conditions on such tickets was one specifying: "Good for one round trip daily from first to —" (numbering the last day) "of —," (naming the month for which it was issued), but such condition was further limited by the addition of the words "if presented by —" (naming the purchaser), and, "subject to the conditions indorsed hereon."

Defendant avers, that it is not fully advised or informed as to the acts and business conduct of the Central Pacific Railroad Company, but, upon information and belief, denies that for a year or more previous to November, 1884, or at any time, the Central Pacific Railroad Company, without any change in the words of the rule on its tickets, "Good for one round trip daily during the month of —," began giving passengers on these tickets more favorable conditions by allowing more than one round trip daily, by punching dates in advance, or otherwise.

Defendant denies that previous to November, 1884, or at any time, without any change in the wording of the rule on the tickets: "Good for one round trip daily, from first to thirty-first of —," or otherwise, for the purpose of competing with the Central Pacific Railroad Company, or for any other purpose, or at all, it began giving or did give the holders of these tickets as many round trips as there were days in the month, to be taken at the option of the holder, one or more daily, or that said rates of fare (so designated by plaintiff) were or would be just or reasonable to defendant, or full or any remuneration for the service rendered.

Defendant denies that for some time before, or continuously, since November, 1884, until March 1, 1887, or at any time, defendant has allowed all holders of its monthly commutation tickets as many rides (meaning thereby round trips) as there were days in the month, one or more daily (that is to say, more than one daily), without any change in the printing on tickets: "Good for one round trip daily from first to thirty-first of —" (giving name of month), or otherwise, or at all.

Defendant denies that previous to February 14, 1887, or at any time, mutual or any negotiations were commenced or ever existed between defendant and the Central Pacific Railroad Company for the sale of defendant's property to the Central Pacific Railroad Company, or that said or any sale of defendant's property has been consummated or contemplated.

Defendant denies that both roads are now under one management, or that their financial interests belong to one company, or that all or any competition that ever existed between them ceased on or before the fourteenth day of February, 1887, or at any time, or that at said time, or at any time, the defendant and the Central Pacific Railroad Company, by mutual agreement or joint notice, signed by the officers of both roads, and dated February 14, 1887, to take effect March 1, 1887, or otherwise, or at all, increased their rates of fare or the rates of fare on defendant's road, by allowing only one trip each day, or compelling the ticket-holders to lose all trips not so taken; or that the rates of fare on

defendant's road were ever, or in any manner, or at all, increased; or that any ticket-holder was ever compelled to lose any trips or trip.

Defendant denies that on the first day of June, 1887, plaintiff paid defendant \$3 for any usual monthly passenger ticket, or any other ticket, that entitled him to thirty round trips between Alameda and San Francisco, with the right to take said trips at his option, for business or pleasure, one or more daily—that is to say, more than one daily.

Defendant avers that it has no sufficient information or belief on the subject to enable it to more definitely answer, and therefore, and upon that ground, denies that during the month of June plaintiff took only twenty-three round trips on his monthly ticket, or that defendant refused to let him have three more, demanded in said month of June, there being six or more unpunched trips on his ticket, or compelled him to pay 75 cents for said three trips; but, as to this, defendant avers that if plaintiff was the purchaser of an individual monthly commutation ticket for the month of June, over the ferry and connecting local railroad lines of defendant between Alameda and San Francisco, and took only twenty-three round trips on said ticket during said month, it was solely because he failed to present himself with his ticket to defendant for transportation in accordance with the terms and conditions upon which he had purchased said ticket; and if, on any day in the month of June, plaintiff presented himself with said ticket to defendant for transportation, and was refused transportation, it was solely because he had previously on that day been transported on said ticket one full round trip by defendant; and if plaintiff was compelled to pay 75 cents for three round trips, it was solely because he desired to take three round trips in addition to the trips provided for by said ticket, and for which plaintiff had not paid fare; and if there were six or more unpunched trips on his said ticket, it was solely because he had neglected to present his ticket at the dates designated thereon for punching these trips.

Defendant denies that it would, previous to March first, or at any time, have allowed plaintiff to take said three trips, or any trips or trip, precisely as he demanded, or without extra charge, unless he had demanded the same in accordance with the terms and conditions of a ticket or tickets lawfully held by him, and denies that it would at any time have given plaintiff extra trips or service, without extra compensation.

Defendant denies upon information and belief, that on the twenty-third of June, defendant carried plaintiff part of the distance from Alameda to San Francisco on his monthly ticket (so called by plaintiff), and refused to carry him the rest of the distance; but, to the contrary, and as to this, defendant avers, that if plaintiff was the purchaser of an individual monthly commutation ticket of defendant for the month of June, and presented himself with said ticket for transportation, defendant did, on the twenty-third of June, transport plaintiff one full round trip from Alameda to San Francisco and return, and if on that day defendant refused to carry plaintiff from Alameda to San Francisco upon said ticket, without the payment of the full, regular fare therefor, it was solely because it had on that day previously transported plaintiff one full round trip from Alameda to San Francisco and return upon said ticket, and if plaintiff was compelled to pay extra fare, it was solely because he required extra transportation.

Defendant admits that, on said twenty-third of June, it had ample time and means to carry plaintiff the whole distance from Alameda to San Francisco without overtaxing its trains or ferry, but avers that, if after having been transported by defendant one full round trip upon his said commutation ticket on that day, plaintiff procured further transportation thereon to the Alameda mole, he obtained that to which he was not entitled, and for which he had not, but ought to have, paid.

The defendant denies that it ever compelled plaintiff, or any other person, to pay any extra or other fare than the regular established rates for the service rendered.

Defendant denies that any act of defendant in making any regulation on February fourteenth, or enforcing it on March first, or continuously or at all since, by force or violence, or otherwise, has deprived plaintiff, or any other person, of his rights; and denies that it made any regulation on the fourteenth of February, or enforced it on the first of March, or that plaintiff, or any other person, has ever been deprived of any of his rights by defendant, in the manner and form charged in the complaint, or in any other manner or form.

Defendant denies, generally, all the allegations of the said complaint not hereinbefore expressly admitted or explained.

And further answering in its behalf, defendant avers that, prior to the first day of July, A. D. 1887, this defendant, and various other corporations owning connecting railroad and ferry lines in the Counties of Alameda, Santa Clara, and Santa Cruz, then being railroad corporations duly organized, incorporated, and existing under the laws of the State of California, and engaged in the transportation of passengers and freight, did consolidate and amalgamate their capital stock, debts, property, assets, and franchises into a new corporation, then and there and thereby created, and named, and designated "South Pacific Coast Railway Company," which said last named corporation is now and has been since the said first day of July, A. D. 1887, the owner, in possession, and engaged in operating all the railroad and ferry lines, property, business, and traffic formerly owned and operated by this defendant, including the business of transporting passengers between San Francisco, and Oakland, and Alameda.

Defendant avers that, during all the time it was engaged in the transportation of passengers between San Francisco and Alameda, and San Francisco and Oakland, over its ferry and connecting local railroad lines, a distance of about ten miles, the regular and established rate of fare for the entire distance was fifteen cents for a single fare, being in

the ratio of about one and one half cents per mile, and this rate has never been changed and is now in force, and considering the character of the service rendered, is, as a cheap rate of passenger transportation, unexcelled.

Defendant avers that there is no cause for complaint against this rate of passenger transportation, and in so far as defendant is advised, there is no just or reasonable complaint.

Defendant avers, that on or about the first day of March, A. D. 1887, it began to sell, and thereafter sold, for 25 cents, a round trip ticket, upon which any holder was entitled to transportation on and return transportation; that is to say, one round trip between said points, and this rate has not since been changed, and is now in force.

Defendant avers, that there has not been, and is not now any other rate of fare over its ferry and connecting railroad lines, between the said points, except only such special rates as this defendant has, from time to time, given on excursion tickets, and on individual monthly commutation tickets, and which said tickets having been issued and sold at special rates, were always limited by such terms and conditions and to such use as this defendant from time to time deemed proper to prescribe therefor.

Defendant avers, that the said individual monthly commutation tickets, so issued and sold by it, were sold at the special rate of \$3 each, and were designed and intended for the use of persons residing in Oakland, Alameda, and San Francisco, and whose business engagements and employment or pursuits might require a daily round trip between the said places.

Defendant avers, that each of said tickets was so issued and sold at said special rate upon the terms, conditions, and limitations among others plainly printed thereon, that it was an individual monthly commutation ticket, good for one round trip daily, from the first to the last day of the month for which it was issued, if presented by the person named thereon, and was not transferable; and for the proper and rightful use of said ticket, the days of the month for which it was issued were numbered consecutively upon the margin, to be punched and canceled by the employes of defendant, on and as of the date when said ticket might be presented for passage, and when so punched and canceled, said ticket would not be and was not further available for transportation until a subsequent date.

And as defendant is advised and therefore avers, a similar ticket, with like terms, conditions, and limitations was issued and sold by the Central Pacific Railroad Company, and after it, by the Southern Pacific Company, over its ferry and connecting local railroad lines, between the said places.

Defendant avers, that on or about the month of February, A. D. 1887, it came to the notice of defendant, and the said Southern Pacific Company, that large numbers of the purchasers of said tickets were fraudulently violating the terms, conditions, and limitations under which said tickets were issued and sold, as aforesaid, and taking advantage of the difficulty and impossibility of identifying the individual named in the ticket, as being alone entitled to its use, were in the habit of procuring the insertion of fictitious names in said tickets, and of loaning and letting the said tickets for hire to persons desiring a single trip, or one round trip only, and charging such persons for the use of said tickets, and for such single or round trip, a sum less than the established, regular fare, but greater than the special commutation rate prescribed for said tickets; and to increase their gains, such purchasers, taking the further advantage of inadvertence in the matter of punching dates, were giving out, asserting, and claiming that said tickets would be honored for passage for any holder thereof, and for as many round trips during the month as there were days in the month, to be taken, one each day or all in one day, as the holder might choose.

Defendant avers that to such an extent had this unwarrantable and fraudulent practice and use of said tickets been carried that, without the knowledge of defendant, said tickets were being held for hire in the manner aforesaid, in Oakland and Alameda, at news-stands, cigar stores, saloons, and other convenient places in large and increasing quantities and numbers, to the entire perversion of the original design and intent of said tickets, in violation of the terms, conditions, and limitations under which they were issued and sold, and to the great wrong, loss, injury, and damage of this defendant and of the said Southern Pacific Company.

Defendant avers that thereupon defendant did, in the month of February, A. D. 1887, join with the said Southern Pacific Company in a notice to the effect and purpose that it would not permit nor submit to this wrongful practice and unauthorized use of said tickets, and that it would enforce the terms, conditions, and limitations under which said tickets were issued and sold: and it is of this that plaintiff complains against defendant.

Defendant is advised, and therefore respectfully avers, that under the Constitution and laws of the State of California this defendant was authorized and permitted to issue and sell excursion and commutation tickets at such special rates and upon and under such terms, limitations, and conditions as it might from time to time deem advisable and impose; and that there is no lawful authority or power to compel the issuance of excursion and commutation tickets at special rates, and unless the terms, limitations, and conditions under which said tickets were issued and sold can be enforced, and protection thereby afforded to carriers, the issuance, sale, and use of such tickets must be and will be discontinued.

Defendant is advised, and therefore respectfully avers, that this honorable Board of Railroad Commissioners has no jurisdiction over the matters set forth in the said complaint or the pretended cause of action of this plaintiff.

Wherefore, defendant prays the order and judgment of this honorable Board that

plaintiff take nothing by this action and proceeding, and that this action and proceeding be dismissed.

JAMES C. MARTIN,
Attorney for defendant, South Pacific Coast Railroad Company.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Chas. S. Neal, an officer, to wit: the Secretary of the above named defendant (a corporation), being duly sworn, deposes and says, that he has heard read the foregoing answer and knows the contents thereof, and that the same is true of his own knowledge, except as to the matters therein stated on information or belief, and as to those matters that he believes it to be true; and as such officer he makes this verification for and in behalf of said defendant, a corporation.

CHAS. S. NEAL.

Subscribed and sworn to before me this eighteenth day of July, 1887.

JAMES L. KING,
Notary Public, 318 California Street, San Francisco.

Office Board of Railroad Commissioners of the State of California.

W. H. ROBINSON, *Complainant*,

vs.

SOUTH PACIFIC COAST RAILROAD COMPANY, *Respondent*. }

The above entitled action came up regularly for hearing before the Board of Railroad Commissioners, in San Francisco, on the twelfth and thirteenth of August, 1887.

The complainant, W. H. Robinson, made the following allegations as cause of action against defendant:

I.—That defendant is a railroad corporation, organized and existing under the laws of the State of California, and at the time herein stated was a common carrier of passengers between the places stated in this complaint.

II.—That at the time defendant became a common carrier of passengers between Alameda and San Francisco, the Central Pacific Company was a common carrier of passengers between the same places.

III.—That defendant established its rates of fare about the same as the Central Pacific Railroad Company had then in force, and soon after extended its tracks into Oakland, thereby making another competing line with the Central Pacific Railroad.

IV.—That previous to 1884 both railroad companies had sold to the public for \$3 a so called monthly commutation ticket, that entitled the holder to as many daily round trips between the places named on it as there were days in the month for which it was issued. Among the printed conditions on such ticket was one that read: "Good for one round trip daily from first to thirty-first of —," giving name of month.

V.—For a year or more previous to November, 1884, the Central Pacific Railroad Company, without any change in the words of the rule on its tickets, "Good for one round trip daily during the month of —," began giving passengers on these tickets more favorable conditions, by allowing more than one round trip daily, by punching dates in advance.

VI.—That previous to November, 1884, said defendant, without any change in the wording of the rule on its tickets, "Good for one round trip daily from first to thirty-first of —," for the purpose of competing with the Central Pacific Railroad Company, began giving the holder of these tickets as many round trips as there were days in the month, to be taken at the option of the holder, one or more daily, and said rates of fare were just and reasonable to defendant, being full remuneration for service rendered.

VII.—That for some time before, and continuously since November, 1884, until March 1, 1887, defendant had allowed all holders of its monthly commutation tickets as many rides as there were days in the month, one or more daily, without any change in the printing on tickets, "Good for one round trip daily from first to thirty-first of —," giving name of month.

VIII.—That on information and belief, which subsequent events have shown to be true, plaintiff averred that previous to February 14, 1887, mutual negotiations were commenced between defendant and its competitor, the Central Pacific Railroad Company, for the sale of the defendant's property to the Central Pacific Railroad Company. That said sale and purchase had subsequently been consummated. That both roads being under one management, and their financial interests belonging to one company, all competition between them ceased on or before the fourteenth day of February, 1887, at which time the defendant and the Central Pacific Railroad Company, by mutual agreement and joint notices, signed by the officers of both roads, and dated February 14, 1887, to take effect March 1, 1887, increased their rates of fare on defendant's road by allowing only one trip each day, and compelling the ticket holder to lose all trips not so taken.

XI.—That the acts of defendant in making said regulation on February fourteenth, and enforcing it on March first, and continuously thereafter by force and violence, had deprived plaintiff and many others of their rights.

The defendant, in its answer, admitted certain of the allegations of the complaint as to its corporation and the points to which it ran, etc., and then proceeded as follows:

And further answering in its behalf, defendant avers: That prior to the first day of July, A. D. 1887, this defendant, and various other corporations owning connecting railroads and ferry lines in the counties of Alameda, Santa Clara, and Santa Cruz, then being railroad corporations duly organized, incorporated, and existing under the laws of the State of California, and engaged in the transportation of passengers and freight, did consolidate and amalgamate their capital stock, debts, property, assets, and franchises into a new corporation, then and there, and thereby created and named and designated "South Pacific Coast Railway Company," which said last named corporation is now and has been since the said first day of July, A. D. 1887, the owner, in possession, and engaged in operating all the railroad and ferry lines, property, business, and traffic formerly owned and operated by this defendant, including the business of transporting passengers between San Francisco and Oakland and Alameda.

Defendant avers that during all the time it was engaged in the transportation of passengers between San Francisco and Alameda, and San Francisco and Oakland, over its ferry and connecting local railroad lines, a distance of about ten miles, the regular and established rate of fare for the entire distance was 15 cents for a single fare, being in the ratio of about $2\frac{1}{2}$ cents per mile, and this rate has never been changed, and is now in force, and considering the character of the service rendered, is, as a cheap rate of passenger transportation, unexcelled.

Defendant avers that there is no cause for complaint against the rate of passenger transportation, and in so far as defendant is advised, there is no just or reasonable complaint.

Defendant avers, that on or about the first day of March, A. D. 1887, it began to sell, and thereafter sold for 25 cents, a round trip ticket, upon which any holder was entitled to transportation and return transportation; that is to say, one round trip, between the said points, and this rate has not since been changed, and is now in force.

Defendant avers, that there has not been, and is not now, any other rate of fare over its ferry and connecting railroad lines, between the said points, except only such special rates as this defendant has, from time to time, given on excursion tickets, and on individual monthly commutation tickets, and which said tickets, having been issued and sold at special rates, were always limited by such terms and conditions, and to such use as this defendant, from time to time, deemed proper to prescribe therefor.

Defendant avers that the said monthly commutation tickets so issued and sold by it, were sold by it at the special rate of \$3 each, and were designed and intended for the use of persons residing in Oakland, Alameda, and San Francisco, and whose business engagements, or employments, or pursuit, might require a daily round trip between the said places.

Defendant avers that each of said tickets were so issued and sold at said special rate, upon the terms, conditions, and limitations, among others, plainly printed thereon, that it was an individual monthly commutation ticket, good for one round trip daily, from the first to the last day of the month for which it was issued, if presented by the person named thereon, and was not transferable, and for the proper and rightful use of said ticket, the days of the month for which it was issued were numbered consecutively upon the margin, to be punched and canceled by the employes of defendant, on, and as of the date when said ticket might be presented for passage, and when so punched and canceled, said ticket would not be and was not further available for transportation until a subsequent date.

And as defendant is advised and therefore avers, a similar ticket, with like terms, conditions, and limitations, was issued and sold by the Central Pacific Railroad Company, and afterwards by the Southern Pacific Company, over its ferry and connecting railroad lines, between said places.

Defendant avers, that on or about the month of February, 1887, it came to the notice of defendant, and the said Southern Pacific Company, that large numbers of the purchasers of said tickets were fraudulently violating the terms, conditions, and limitations under which said tickets were issued and sold, as aforesaid, and taking advantage of the difficulty and impossibility of identifying the individual named in the ticket, as being alone entitled to its use, were in the habit of procuring the insertion of fictitious names in said tickets, and of loaning and letting the said tickets for hire to persons desiring a single trip, or one round trip only, and charging such persons for the use of said tickets, and for such single or round trip, a sum less than the established regular fare, but greater than the special commutation rate prescribed for said ticket; and to increase their gains, such purchasers, taking the further advantage of inadvertence in the matter of punching dates, were giving out, asserting, and claiming that said ticket would be honored for passage for any holder thereof, and for as many round trips during the month as there were days in the month, to be taken, one each day, or all in one day, as the holder might choose.

Defendant avers, that to such an extent had this unwarrantable and fraudulent practice and use of said tickets been carried, that without the knowledge of defendant said tickets were held for hire, in the manner aforesaid, in Oakland and Alameda, at news-stands, cigar stores, saloons, and other convenient places, in large and increasing quantities and numbers, to the entire perversion of the original design and intent of said tickets, in violation of the terms, conditions, and limitations under which they were issued and sold, and to the great wrong, loss, injury, and damage of the said Southern Pacific Company.

Defendant avers, that thereupon defendant did, in the month of February, A. D. 1887, join with the said Southern Pacific Company, in a notice to the effect and purpose that it would not permit nor submit to this wrongful practice and unauthorized use of said

tickets, and that it would enforce the terms, conditions, and limitations under which said tickets were issued and sold; and it is of this that plaintiff complains against defendant.

Defendant is advised, and therefore respectfully avers, that under the Constitution and laws of the State of California, this defendant was authorized and permitted to issue and sell excursion and commutation tickets at such special rates, and upon and under such terms, limitations, and conditions, as it might from time to time deem advisable and impose; and that there is no lawful authority or power to compel the issuance of excursion and commutation tickets at special rates.

And this defendant also most respectfully alleges that this Board of Railroad Commissioners has no jurisdiction in the matter of this complaint, and has not the authority under the Constitution of this State to regulate or restrict commutation tickets.

The Board decided that it had jurisdiction, and proceeded to try the case.

The evidence offered by the complainant shows to our full satisfaction that the custom of allowing more than one ride daily on said commutation tickets was adopted for the purpose of competition, and any change in said tickets that was an increase of rates to the passenger is therefore in violation of Section 20, Article XII, of the Constitution, which says: "And whenever a railroad corporation shall, for the purpose of competing with any other common carrier, lower its rates for transportation of passengers or freight from one point to another, such reduced rates shall not be again raised or increased from such standard without the consent of the governmental authority in which shall be vested the power to regulate fares and freights."

We, therefore, find in favor of the complainant, and order that the said defendant, the South Pacific Coast Railroad Company, from and after this date, allow the holders of commutation tickets between Oakland and Alameda, places in Alameda County, and San Francisco, as many rides as there are days in the month, taken as desired.

P. J. WHITE, Railroad Commissioner, Second District.
JAS. W. REA, Railroad Commissioner, Third District.

SAN FRANCISCO, October 19, 1887.

MINORITY OPINION FILED BY COMMISSIONER ABBOTT.

Before the Board of Railroad Commissioners of the State of California.

W. H. ROBINSON, Plaintiff,

vs.

SOUTH PACIFIC COAST RAILROAD COMPANY, Defendant. }

This action has arisen out of the use of monthly individual commutation tickets, between San Francisco and Oakland and Alameda, over the ferry and railroad of the defendant.

These tickets are issued at special rates under the provisions of Section 21, Article XII, of the Constitution of the State of California. This special rate is much less than the regular rate fixed by this Commission, and the tickets on their face purport to be limited to one round trip daily during the month for which they are issued.

It is claimed by plaintiff that, notwithstanding this limitation printed upon the face of the ticket, the defendant, from November, 1884, until March, 1887, did not enforce this limitation confining the use of the ticket to one round trip daily, but permitted the purchaser to use it for as many round trips during the month as there were days in the month, taken one or more, on any day as purchaser might choose; and that this use was permitted for the purpose of competing with the Central Pacific Railroad Company, and that this competition ceased prior to March, 1887, and since that date the printed conditions on the ticket have been enforced by defendant, and purchasers have been limited to one round trip daily during the month.

These tickets were sold for \$3 each, and this price has not been changed, nor has the number of trips which purchasers could take on them been reduced.

But plaintiff contends that the permission and privilege given to purchasers from November, 1884, to March, 1887, of taking the number of round trips provided for by the ticket, one or more on any day during the month, at the option of the purchaser, was lowering the rates; and the subsequent enforcement of the limitation to one round trip daily during the month, was raising the rates; and the lowering having been done for the purpose of competition, the raising was forbidden by the Constitution; and he therefore asks this Board to so fix the rate and regulate the use of these tickets that the purchaser may have the right to as many round trips during the month as there are days in the month, to be taken at the option of the purchaser, and that the limitation of the use of the tickets to one round trip daily during the month, now being enforced, may be removed.

The ordinary and usual rates of fare between these places is less than 1½ cents per mile, or 15 cents for a single fare, and 25 cents for a round trip, while the rate on the commutation ticket was and is not to exceed 5 mills per mile. These rates have not been raised or lowered.

The enlargement and restriction of privileges in the use of a ticket, is not the lowering and raising of rates of fare within the meaning of the Constitution.

It is claimed by plaintiff that since March, 1887, if a purchaser of a commutation ticket chooses to omit the making of a round trip upon any day, and desires to make more than

one round trip upon a subsequent day, he must pay fare for the additional trip, while prior to that date he could have exchanged the omitted trip for the additional trip, and that therefore the cost of traveling is increased to him, and hence the rate has been raised. But in that case the increased cost results from the choice of the purchaser not to comply with the restriction in the use of the ticket, and not from any increase in the rate.

The purchaser of a commutation ticket since March, 1887, can, by complying with the limitations of his ticket, have the same number of trips for the same money that he could have had before that date—the difference being that he can not take them in the same manner—the facility of exchanging omitted trips for additional trips having been taken away.

The rate of fare upon a monthly commutation ticket, good for as many round trips as there are days in the month, does not depend upon the number of round trips that can be taken in a day, but rather upon the number that can be taken in a month; otherwise, this rate of fare might depend upon the number of round trips made by defendant's boats and trains in a day; for if the defendant had reduced, or would reduce the number of daily round trips of its boats and trains to one each day, the purchaser of a monthly commutation ticket would of necessity be limited to one round trip daily during the month, and if this limitation, as contended by plaintiff, is an increase in rates of fare, then rates of fare are increased or decreased by merely reducing or enlarging the number of daily trips made by defendant's boats and trains.

I submit, that two railroad companies, which charge the same price for passage between the same places, charge the same rates of fare, although one may run more trains than the other; that rates of fare upon monthly commutation tickets do not depend upon the number of trips that can be made in a day; and if they do, they can only be reduced by compelling the defendant to run boats and trains sufficient to reduce them, or by reducing the price of the tickets.

But beyond this question, in my opinion, the matter of establishing the rates of fare on commutation tickets, does not come under the jurisdiction and power of this Board, as defined by the Constitution.

The term "commutation," as applied to rates of fare, means the payment of less than the established rates.

This Board is created and its jurisdiction and powers are granted and defined by Section 22 of Article XII of the Constitution. It is there provided that this Board shall have the power, and it is made their duty, to establish rates of charges for the transportation of passengers and freight; and that if any transportation company shall refuse to conform to such rates or shall charge rates in excess thereof, it shall be subject to the penalties provided by law; and if any officer, agent, or employé of any such company shall demand or receive any rate in excess thereof, he shall be subject to fine or imprisonment.

By this section the power and duty is conferred upon the Board of establishing a maximum rate for passengers and freight transportation, which rate of transportation common carriers cannot exceed, and within the limits of which they may fix and regulate their charges, subject only to the provisions of the Constitution against discrimination between places and persons. This Board has the sole power to fix this maximum standard of rates, but transportation companies may commute these rates. In Section 21 of the same Article of the Constitution, and preceding the organization and definition of the powers of this Board, it declares in express terms that excursion and commutation tickets may be issued at special rates. By that provision transportation companies are authorized and empowered to issue excursion and commutation tickets upon such special rates as they may deem advisable. It is not obligatory upon transportation companies to issue such tickets, but they may do so, and upon such terms and conditions as they may impose.

If this Board has the power to control the issuance and establish the rates of commutation tickets, then it is the duty of the Board to control the issuance and establish the rates of all excursion tickets of every nature. In my opinion this Board has no such power. It is, and for many years has been the custom, against which there can be no reasonable objection, for transportation companies to issue excursion tickets, frequently on Saturdays and Sundays and sometimes during certain seasons, on particular days, and at regular intervals as the occasion might seem to require, and at such varying special rates and under such limitations and conditions as might from time to time be adopted. The Constitution sanctions this custom and it has never before been contended that this Board has jurisdiction to regulate or control it.

In my opinion this Board has no jurisdiction over the matters complained of, and the complaint should be dismissed.

For these reasons I do not concur in the opinion and decision of the majority of the Board.

A. ABBOTT,
Commissioner First District.

SAN FRANCISCO, October 29, 1887.

OFFICE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, CAL., October 27, 1887. }

Hon. GEO. A. JOHNSON, Attorney-General:

DEAR SIR: At a meeting of the Board of Railroad Commissioners, held on the twenty-sixth instant, I was instructed to write and request that you meet Hon. Creed Haymond,

Attorney for the Southern Pacific Company, and together prepare an agreed case, to be presented to the Supreme Court of this State, as to the jurisdiction of the Board to regulate commutation rates.

The question arises upon the late order of the Board of Railroad Commissioners requiring the South Pacific Coast Railroad Company to return to their former usage in fares, prior to March first of the current year, allowing more than one round trip per day to commuters between San Francisco and Oakland or Alameda; said order being based upon your written opinion in the case of *W. H. Robinson vs. The Central Pacific Railroad Company* and the South Pacific Coast Railroad Company, dated May 17, 1887.

Your early attention to the foregoing is respectfully requested by the Commission.

Inclosed please find copy of the proposition as offered by Mr. Haymond.

Very respectfully yours,

S. H. PARKER,
Secretary of the Board.

OFFICE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, CAL., December 1, 1887. }

Hon. G. A. JOHNSON, Attorney-General:

DEAR SIR: I am instructed by Commissioners White and Rea to inclose you a copy of the recent order of this Board, dated October nineteenth, in the case of *W. H. Robinson vs. South Pacific Coast Railroad Company*, also the stipulations as offered by Messrs. Haymond, Martin, and yourself, with the request that you take full charge of the case and push to a settlement, and that if the proceedings up to date do not meet your approbation, please notify them through the Secretary of the Board, and name day and hour that you will confer with the Commission.

That the case has been so long in abeyance, they would be gratified if you would take the matter up immediately and inform them of the course you propose to take.

Very truly yours,

S. H. PARKER, Secretary.

OFFICE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, CAL., December 9, 1887. }

To the President and Board of Directors of the Southern Pacific Company:

GENTLEMEN: I am instructed by the Board of Railroad Commissioners to call your attention to their order dated October 19, 1887, allowing as many round trips on commutation tickets between San Francisco and Oakland or Alameda, as there are days in the month, said trips to be taken at the option of the commuter, one or more daily, a copy of which order, duly attested, was served on Charles S. Neal, the Secretary of the South Pacific Coast Railroad Company. You will please inform the Commission of your intentions regarding said order.

Very respectfully,

S. H. PARKER,
Secretary of the Board.

SAN FRANCISCO, CAL., December 13, 1887.

To the honorable the State Board of Railroad Commissioners:

GENTLEMEN: Referring to the order recently made by you, relative to commutation tickets on the Oakland ferries, permit me to call attention to the fact that at the time the order was made we questioned the authority of the Board to make it.

Between the attorney for the company operating the road affected and the Attorney-General, your legal adviser, there was quite a difference of opinion as to your authority in the matter. The company, acting upon the advice of its attorney as to its legal rights in the premises, at once advised the Board that it should contest the order, upon the ground of a lack of jurisdiction to make it, and at the same time stated that it was willing to make an agreed case, so that the question might be heard and determined by the Supreme Court of California without delay.

A memorandum of this statement was taken down by your official reporter, and in the opinion of the attorney for the company directly interested, and myself, presented the questions involved upon their merits.

So far as I am advised, no action has been taken by your official adviser to meet the proposition.

The company which I represent has been charged, through the public press, with an attempt to delay the consideration of the matter upon its merits, while the reverse is really the case.

If the proposition to submit an agreed case does not meet the approbation of your legal adviser, there are many ways in which he can at once proceed to test the validity of the order, and the company which I represent will throw no obstacle in the way of a speedy hearing and determination of the matter. It will waive service and the time which the law gives it in which to answer, and will at once respond to any proceedings instituted to test the question.

The company which I represent has for many years been engaged in the business of transporting passengers to and from Oakland and its six suburban towns. The service if

a double one. In length it is about twelve miles, requiring service both by water and rail, and is about doubly as expensive as it would be were it either all rail or all water.

The ferry and the trains necessary for the land carriage are probably superior to any other service of like kind in the world in all equipments and appointments which bring comfort and safety to passengers.

The commutation tickets formerly issued were grossly abused by many of the purchasers, and the company was, to a great extent, deprived of its local single trip rates, out of which its profits were chiefly derived. The distance considered, the necessity for using both boat and train, would render it impossible to maintain this ferry at a five cent rate when you take into consideration the expense of coal and the high price paid for labor. The inducement to give the commutation rate was the building up of the city of Oakland and the adjacent towns, and thereby obtain business at the regular rates, which are exceedingly low. It was supposed that the commutation ticket would be purchased and used by the head of the family, residing in Oakland or adjacent towns and doing business in San Francisco, while the other members of the family, and visitors, and people engaged in occupations requiring more than one trip daily, would pay the regular rates, which alone would compensate the company for the expenditure incurred in equipping and operating the ferry and connecting trains.

I think it proper to make this statement to you, because there has gone abroad the idea that the company is unreasonable in its action and that its motive is to bring on a conflict between your Board and itself. I need not assure the Commission that nothing is further from the truth, and I am sure that you have never entertained such a belief.

Very respectfully,

CREED HAYMOND,
Counsel Southern Pacific Company.

OFFICE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, April 15, 1887. }

Order No. 1 was introduced by Commissioner Rea, as follows:

It is hereby ordered that the freight on fruits and berries be the same from Watsonville depot, Santa Cruz County, as from Pajaro depot, Monterey County, California.

Commissioner White offered an amendment as follows: "That the reduction include all freight."

Amendment lost.

Order No. 1, as introduced by Commissioner Rea, was then put upon its final passage, Commissioners Abbott, Rea, and White voting yea.

Resolution No. 2 was introduced by Commissioner Abbott, as follows:

OFFICE STATE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, April 15, 1887. }

Resolved, That the office of Secretary of this Commission be and is hereby declared vacant on and after the first day of May next.

On motion, the resolution was lost.

Resolution No. 3 was introduced by Commissioner Abbott, as follows:

Resolved, That the office of Bailiff of this Commission be and is hereby declared vacant on and after the first day of May next.

On motion, the resolution was lost.

ALAMEDA, April 9, 1887.

To the Board of Railroad Commissioners of the State of California:

GENTLEMEN: The Southern Pacific Railroad Company (formerly the Central Pacific) will sell tickets from Alameda, and check baggage, but will not sell tickets or check baggage to Alameda.

I was refused, by their agent at Suisun, last Saturday, and at different times at Vallejo, Napa, and other points, which is a great inconvenience to the traveling community of Alameda.

Alameda is one of the largest cities in the State, and is entitled to some consideration.

Hoping that you will kindly intercede, and make the arrangements for checking baggage, as asked,

Yours respectfully,

JOHN R. MACAULAY,
Santa Clara Avenue.

OFFICE STATE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, April 18, 1887. }

JOHN R. MACAULAY, Esq., *Alameda:*

DEAR SIR: In reply to your communication of the ninth instant, I am directed by the Commission to say to you that in the future the Southern Pacific Railroad Company will check baggage to Alameda on an Oakland or San Francisco ticket; and of any failure on the part of the company in this respect that comes to your knowledge, you will please advise this Board.

Very respectfully,

S. H. PARKER, Secretary.

OFFICE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, June 2, 1887. }

Resolution No. 4 was introduced by Commissioner Abbott, and unanimously adopted, as follows:

Resolved, That all documents and communications, when under the jurisdiction of this Board, shall be subject to the inspection of the public.

The complaint of Edward White, Watsonville, Santa Cruz County, against the Southern Pacific Company (Northern Division), was filed with the Board of Railroad Commissioners on the second day of May, 1887.

The complaint, answer, and finding of the Board are as follows:

To the honorable Board of Railroad Commissioners of the State of California:

EDWARD WHITE, *Complainant,*

vs.

THE SOUTHERN PACIFIC RAILROAD COMPANY (NORTHERN DIVISION), *Defendant.* }

The above named complainant complains of the Southern Pacific Railroad Company (Northern Division), a corporation doing business in the State of California, and for grounds of complaint alleges:

First—That said company has been and is guilty of extortion in its charges for the transportation of freight and passengers to and from its depot at Watsonville, Santa Cruz County, California.

Second—That said company has been and is guilty of making unlawful, unreasonable, and unjust discrimination against the people dependent upon said Watsonville depot in its charges for the transportation of freight.

Third—That said company has been and is guilty of making unlawful, unjust, and unreasonable discrimination against the people dependent upon said Watsonville depot in the facilities which it furnishes for the transportation of freight.

Fourth—That said company has been and is guilty of failing to furnish the requisite and necessary facilities for the transportation of freight at said Watsonville depot.

And under said Paragraph No. 1 complainant would specify as follows, to wit: That upon his information and belief said company charges \$50 per carload for most or all kinds of freight, except cereals, from Watsonville to San Francisco, and \$14 68 from Watsonville to San José, and the like sums from said places respectively to Watsonville; and that for passenger fare between Watsonville and San Francisco said company charges the sum of \$3 50.

Under said Paragraph No. 2, complainant would specify as follows, to wit: That he is informed and believes, and therefore avers, that for the transportation of most kinds of freight, cereals excepted, said company charges \$4 per carload, or 40 cents per ton more, between Watsonville and San Francisco, each way, than between Pajaro and San Francisco, while the distance between Watsonville and Pajaro is only one mile and a very small fraction of a mile; that on or about the twentieth day of April, 1887, said company charged complainant \$14 68 per carload for the transportation of wood from Watsonville to San José, and at the same time charged him only \$11 per carload for the transportation of the same commodity from Aptos to San José, the said Aptos being about twelve miles more distant from San José than Watsonville; that the ordinary charges on freight between Watsonville and San Francisco by said company are from \$1 10 to \$2 per carload more between Watsonville and San Francisco than between Santa Cruz and San Francisco, notwithstanding Santa Cruz is twenty miles more distant from San Francisco than Watsonville. That the charges of said company on lumber from Watsonville to Pajaro are 25 cents per thousand feet, while the charges from Loma Prieta to Aptos, a distance of five miles or more, are no greater; that passenger fare is the same between San Francisco and Watsonville as between San Francisco and Monterey or Santa Cruz, though Monterey is more distant from San Francisco than Watsonville by at least thirty miles, and Santa Cruz is more distant by twenty miles.

Under said Paragraph No. 3, complainant would specify as follows, to wit: That said

company does not furnish the storage room or facilities for storing freight as it does at other depots; that it has not the requisite and necessary switches, side-tracks, and engines to take, move, and handle the freight delivered at or within a reasonable distance from said Watsonville depot, as it has at other depots on said road.

Said complainant avers that he is a resident within the vicinity of said Watsonville depot; that he is defendant on said depot for transportation of freight, and is interested in the charges made therefor.

Wherefore, complainant prays that said charges for freight, to and from said Watsonville depot, be so reduced as to conform to the tariff of charges adopted by said company at its Pajaro depot, and that the same or similar facilities be afforded in all respects, for the transportation of freight of all kinds, as at said Pajaro depot.

EDWARD WHITE.

STATE OF CALIFORNIA, }
County of Santa Cruz. } ss.

Edward White, being duly sworn, deposes and says, that he is the person making the foregoing complaint; that he has heard the same read, and knows the contents thereof, and that the same is true of his own knowledge, except as to the matters therein stated on his information or belief, and as to those matters he believes it to be true.

EDWARD WHITE.

Subscribed and sworn to before me this thirtieth day of April, 1887.

JULIUS LEE, Notary Public.

SUMMONS.

Before the Board of Railroad Commissioners of the State of California.

EDWARD WHITE, *Plaintiff,*
vs.

SOUTHERN PACIFIC RAILROAD COMPANY (NORTHERN DIVISION), *Defendant.* }

The People of the State of California send greeting to the Southern Pacific Railroad Company (Northern Division):

You are hereby required to appear and make answer in writing, under oath, to each and every allegation of the complaint of the above named complainant, Edward White, who complains:

First—That said company has been and is guilty of extortion in its charges for the transportation of freight and passengers to and from its depot at Watsonville, Santa Cruz County, California.

Second—That said company has been and is guilty of making unlawful, unreasonable, and unjust discrimination against the people dependent upon said Watsonville depot, in its charges for the transportation of freight.

Third—That said company has been and is guilty of making unlawful, unjust, and unreasonable discrimination against the people dependent upon said Watsonville depot, in the facilities which it furnishes for the transportation of freight.

Fourth—That said company has been and is guilty of failing to furnish the requisite and necessary facilities for the transportation of freight at said Watsonville depot.

A copy of which is hereto annexed, within fifteen days from the day of service of this summons, said answer to be filed with the Secretary of the Board of Railroad Commissioners of the State of California, at his office, No. 119 Phelan Building, in the City and County of San Francisco, or default will be taken against you.

Given under my hand and seal of the Railroad Commissioners of the State of California, this fourth day of June, in the year of our Lord one thousand eight hundred and eighty-seven.

S. H. PARKER,

Secretary Board of Railroad Commissioners.

STATE OF CALIFORNIA.

I, J. P. Carroll, Bailiff of the Board of Railroad Commissioners, hereby certify that I personally served the within summons on N. T. Smith, Treasurer of the within named company, by delivering to him, personally, in San Francisco County, State of California, a copy of said summons, attached to a copy of the complaint of Edward White, of Santa Cruz County, California, as attached hereto.

Dated at San Francisco, this fourth day of June, 1887.

JOHN P. CARROLL,

Bailiff of the Board of Railroad Commissioners, State of California.

To the honorable Board of Railroad Commissioners of the State of California:

EDWARD WHITE, *Complainant,*

vs.

THE SOUTHERN PACIFIC RAILROAD COMPANY (NORTHERN DIVISION), *Respondent.* }

The above named respondent, the Southern Pacific Railroad Company (Northern Division), answering complainant Edward White's complaint on file herein, denies:

That said company has been or is guilty of extortion in its transportation of freight or passengers to or from said company's depot at Watsonville, in the County of Santa Cruz, State of California.

That said company has been or is guilty of making unlawful, or unreasonable, or unjust discrimination, or any discrimination against the people dependent upon said Watsonville depot in its charges for the transportation of freight.

That said company has been or is guilty of making unlawful, or unjust, or unreasonable discrimination, or any discrimination against the people dependent upon said Watsonville depot in the facilities which it furnishes for the transportation of freight.

That said company has been or is guilty of failing to furnish the requisite or necessary facilities for the transportation of freight at said Watsonville depot; but, on the contrary, avers that said company has furnished all the facilities for the transportation of freight to and from the said Watsonville depot, that the business done at said depot required and demanded.

Further answering complainant's complaint, and so much thereof as is designated in said complainant's complaint, "and under said paragraph No. 1, complainant would specify as follows, to wit:—"

Said company admits that on certain classes of merchandise freight it does charge \$50 per carload from Watsonville to San Francisco and from San Francisco to Watsonville, and avers that such charge on such freight is reasonable and just, but said company denies that upon most or all kinds of freight, except cereals, it charges \$50 per carload to or from the places aforesaid; but, on the contrary, avers that it has and must necessarily have a classification of freights, dependent upon the bulk and weight of the article or articles shipped, and the cost and inconvenience of loading and unloading the same, and the risk and damage of loss, and the degree of care and promptness required from the company in its transportation, and therefore said company has its rates of carload shipments to and from the places aforesaid, some of which are as follows: \$50, \$46, \$38, \$34, \$32 50; and grain, potatoes, flour, and mill stuffs, \$31; cattle and hogs, \$27; sheep, \$22; lumber, \$22 50; wood, \$16 80, and other articles at still lower carload rates, and that the average carload rate between the places aforesaid is about \$30, and not \$50, as averred by said complainant, Edward White. And said company denies that it charges the sum of \$14 69 from Watsonville to San José, or from San José to Watsonville, per carload for any kind of freight, or that it has any such freight tariff. Said company admits that it charges as a passenger fare from Watsonville to San Francisco the sum of \$3 50, and avers that the same is reasonable and just.

And further answering said complainant's complaint, and so much thereof as is designated therein "under said paragraph No. 2, complainant would specify as follows, to wit:—"

Said company admits that on some classes of freight it charges \$4 per carload more from San Francisco to Watsonville than from San Francisco to Pajaro, but denies that such additional charge is made upon articles constituting the bulk of business to and from the points aforesaid, and avers that such charge is reasonable and just; it denies that the distance from Watsonville to Pajaro is but one mile and a very small fraction of a mile, but avers that said distance over said company's track is one and one seventh miles, or nearly two miles; it denies that it charged on or about the twentieth day of April, 1887, said complainant, or any other person (unless in error), the sum of \$14 68 per carload for the transportation of wood from Watsonville to San José, but, on the contrary, avers that it has no such tariff rate, but that its rate on wood is, to wit: the sum of \$11 per carload to and from Watsonville and San José; it admits that its charge on hard wood, eight cords to the car, or redwood, ten cords to the car, from Aptos to San José, is \$11 per car, and avers that the same is reasonable and just; it admits that the rates on freight are less from San Francisco to Santa Cruz and from Santa Cruz to San Francisco than between Watsonville and San Francisco, for the reason that Santa Cruz has other rail and also water competition over which respondent has no control, and avers that such reduction in both freight and fares is justified by such rail and water competition, and that such reduction is no discrimination against Watsonville, but is the result of conditions and circumstances over which the respondent has no control; it denies that the rate charged by said company on lumber from Watsonville to Pajaro is 25 cents per thousand feet, or that the freight charges from Loma Prieta, a distance of five miles further, is no greater, but, on the contrary, avers that the rates between the said places on lumber per one thousand feet are respectively 60 cents and \$1, and that the same are reasonable and just; it admits that the passenger fare charged by said company between San Francisco and Santa Cruz and between San Francisco and Monterey is the same as charged to Watsonville to and from San Francisco, because both Santa Cruz and Monterey are competing points with water transportation, and such reduction is because respondent is compelled to make the same, and respondent avers that the passenger fare charged by it between Watsonville and San Francisco is just and reasonable.

Further answering said complainant's complaint, and so much thereof as is designated herein, "under said paragraph, No. 3, complainant would specify as follows, to wit:—"

Said company denies that it does not furnish storage room or facilities for storing freight as it does at other depots, or that it has not the requisite or necessary switches or side-tracks, or engines, to take or move or handle the freight delivered at or within a reasonable distance of said Watsonville depot, but on the contrary avers, that it has all the requisite and necessary facilities for the removal of all freight delivered for shipment at said depot.

And for a further and separate answer, said respondent avers, that in pursuance of law and orders of the honorable Railroad Commission of this State, respondent has heretofore prepared the schedule of fares and freights, and presented them to the honorable Railroad Commission, and that said honorable Railroad Commission approved the same, and thereby authorized said company, respondent herein, to charge the fares and to charge the rates of freight to and from said town of Watsonville as it has been charging; and that it has caused to be posted in a conspicuous place at all its depots, its rates of passenger fare, and gave to and instructed its agents at all its depots to charge freights for all shipments in accordance with said schedule of fares and freights, as approved and adopted by said honorable Railroad Commission; that the charges for freight and the charges for fares of passengers, to and from Watsonville to all points on the Northern Division of the Southern Pacific Railroad Company, are just and reasonable, and that said company does not discriminate against Watsonville.

That said town of Watsonville is on a leased and branch line, running from Pajaro in Monterey County to Santa Cruz in Santa Cruz County, and that said company makes connection both by passenger and freight trains, over said branch line, with the passenger and freight trains on the main line of said northern division of said company. That it has such connection by freight and passenger trains at Watsonville, as to ship every pound of freight, and every passenger from its depot at Watsonville; that it has always shipped and is ready to ship every pound of freight left for shipment at Watsonville. That it has always carried and is ready to carry every passenger who chooses to purchase a ticket at Watsonville on every passenger train leaving its Pajaro depot on its main line. That it has both a freight and passenger depot at Watsonville, and is ready to receive both passengers and freight at said Watsonville depot and carry the same to any point on its road at its tariff rates as adopted by the honorable Board of Railroad Commissioners. That it has every facility at its Watsonville depot commensurate with the amount and volume of business done at said depot. That its charges for freight and passenger fare are just, reasonable, and proper, and are not extortionate nor discriminating.

That by virtue of water and rail competition it has been and is yet compelled to carry its freight and passengers to and from Monterey and Santa Cruz, to San Francisco, at the rates fixed, and that such rate is unjust to this company; but owing to the fact that the company is nevertheless compelled by law to carry freight and passengers to and from Monterey and Santa Cruz to San Francisco, it must reduce its rates or be deprived from carrying freight and passengers, and yet be compelled to run its trains; and while it cannot afford these reduced rates, it must make its rates conform to water competition, and thus gather some revenue for the maintenance of its business; and by carrying freight and passengers to these competing points, maintain the reputation and integrity of the road, and by so doing it is not seeking to injure or discriminate against Watsonville.

Wherefore, respondent prays, that the said charges of the said Edward White be by this honorable Commission heard, and that after the hearing thereof, the same be dismissed.

S. F. GEIL, and
H. V. MOREHOUSE,
Attorneys for Respondent.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

A. C. Bassett, being first duly sworn, says that he is the Superintendent of the Southern Pacific Railroad Company (Northern Division); that he has read the foregoing answer and knows the contents thereof; that the facts set forth therein are within his knowledge and are peculiarly a part of the duties of his position as an officer of said company; that the same is true of his own knowledge, except as to the matters which are therein stated on his information or belief, and as to those matters he believes it to be true.

A. C. BASSETT.

Subscribed and sworn to before me, this seventeenth day of June, 1887.

E. B. RYAN,
Notary Public in and for the City and County of San Francisco.

OFFICE OF BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF CALIFORNIA.

EDWARD WHITE,

vs.

SOUTHERN PACIFIC COMPANY (NORTHERN DIVISION). }

This is an action wherein the plaintiff, a resident of Watsonville, in Santa Cruz County, complains of and charges the defendant, a railroad corporation, with extortion in its charges for transportation of freight and passengers; of making unreasonable and unjust discrimination against the people dependent upon the Watsonville depot, and of failing to furnish requisite and necessary facilities for the transportation of freight at said depot;

and to make the complaint full and complete, plaintiff goes on to specify wherein the extortions and discriminations are made, and to indicate the lack of accommodation.

The case has had a fuller consideration than would ordinarily happen, for an informal meeting was held at Watsonville in the early part of the year, when the Commissioners were made acquainted with the grievances said to exist. They therefore brought some knowledge to the trial of the cause. Able counsel conducted the case on both sides, and there was a full and careful hearing. The testimony is voluminous, and ample opportunity was given to both sides to present evidence and argument.

Had the case been tried in a Court of law, with a strict adherence to the laws and rules of procedure governing the admission of evidence, some of the testimony presented would doubtless have been excluded as not tending to throw any light upon the issues joined. But the Board of Railroad Commissioners has power expressly conferred on it that the Courts of law do not possess. It is especially charged with the duty of regulating and fixing fares and freights of common carriers, and, therefore, matter that otherwise would be irrelevant, was admitted that the Board might become the possessor of all information possible to acquire, to the end that it might justly determine whether such fares and freights were reasonable and just.

Plaintiff bases his action upon Section 21, Article XII, of the Constitution, which reads: "No discrimination in charges or facilities for transportation shall be made by any railroad or other transportation company, between places or persons, or in the facilities for the transportation of the same classes of freight or passengers within the State, or coming from or going to any other State. Persons or property transported over any railroad, or by any other transportation company, or individual, shall be delivered at any station, landing, or port, at charges not exceeding the charges for the transportation for persons or property of the same class, in the same direction, to any more distant station, port, or landing. Excursion and commutation tickets may be issued at special rates."

It was shown by the evidence, and in some instances admitted by defendant, that the railroad company charges from four to five times as much per mile on freight from Pajaro to Watsonville as from San Francisco to Pajaro; that it charges \$2 per ton more to Watsonville on freight than to Santa Cruz, the latter place being twenty miles further; that on some articles from Aptos and Loma Prieta, the charge is no more than from Watsonville; that the largest part of the produce of the valley is hauled past the Watsonville depot to Pajaro; that the berry growers are obliged to haul their berries to Pajaro, because there is not a freight train from Watsonville after 10:30 o'clock A. M., and the berries ought to be shipped at the latest possible moment; that Watsonville is not favored with excursion tickets, and has to pay more than Santa Cruz and Monterey for passenger transportation.

To meet the charges of extortion, the defendant produced the tariff schedule adopted by the Board of Railroad Commissioners some four years ago, to show that no charge was more than that permitted by the schedule. Judging by any rule of evidence this was a sufficient refutation of the accusation. Extort means to "wrest by force or illegal means." So long, therefore, as the charge did not exceed the amount allowed the company cannot be guilty of extortion. Sufficient, however, was developed by the evidence to show that a revision of the tariff was requisite. The rates to and from Pajaro seemed to be satisfactory, and a similar basis of charges, with a slight addition for the risk of switching, which the company is shown to incur, would probably be just.

The second charge, "unreasonable and unjust discrimination," is, perhaps, the one presenting the most difficulties. The discrimination is admitted in favor of Santa Cruz, but it is denied that there is any discrimination against Watsonville. It is claimed by the defendant that this is a necessity arising out of the competition with steamers sailing to Santa Cruz; but, on the side of the plaintiff, it was urged that the Constitution prohibits any discrimination.

It must be remembered that the Constitution was framed to give the Board of Railroad Commissioners control over steamships as well as railroads, but it was decided by an action in the United States Circuit Court that ocean steamships which travel more than three miles beyond tide-mark are outside of the jurisdiction of the Board. The Constitution, however, has never been amended, and if the Board shall demand a strict and literal enforcement of its provisions, it would fail of its purpose, which we take it is to nurture and assist in developing the resources of the State. The Commissioners composing this Board must, therefore, be allowed the exercise of the intelligence they possess, aided by all the facts of the case, as presented to them. To say to the railroad company, that it must charge the proportionate rate to Santa Cruz that it does to Watsonville, would be virtually depriving it of the most profitable portion of the business of Santa Cruz County. This the Board has no right to do without some weighty reason. So long as the railroad company does not exceed the charges established by the Board of Railroad Commissioners, but, of its own volition, puts the rate at a lower figure at any particular point, for the purpose of meeting competition which it has no power to stop, this Board cannot be so foolish as to close up an avenue of business, and bring about a state of affairs that would in the end be as hurtful to the shippers and producers as to the railroad company. Neither can it conclude that the rate accepted by the railroad company at the point of competition would be a just and reasonable compensation along the whole line of the road.

The railroad company having, however, once reduced those rates, cannot, without the consent of the "governmental authority" again raise them. This Board cannot go far astray in following the decision of Judge Deady, of Oregon, and the Board of Interstate Commerce Commissioners, who have decided at different times that the laws enacted to control common carriers are not intended to prevent competition. If it were otherwise,

the rule of monopoly would be unmerciful. Competition is the safest factor for regulating transportation.

The next subject is the question of providing "facilities for transportation."

Section 21 of the Constitution certainly gives to this Board the right to consider and determine what the necessary and proper facilities are, both as to the running of trains and depot accommodations.

At first some confusion arose by the witnesses using the term "depot facilities," as synonymous with "storage facilities." This arose probably out of the fact that at Pajaro large warehouses are maintained for the purpose of storage of cereals, which were built partially by the railroad company, and leased by it. Counsel for plaintiff, however, soon admitted the distinction, and the testimony hereafter was directed to the point of depot requirements. The depot accommodation at Watsonville is certainly not extravagant; but on behalf of defendant it was claimed that it is larger than it has heretofore been required. On the other hand, plaintiff contends that it is not large enough for the volume of business that would offer if Watsonville was not discriminated against in freight charges.

Until the insufficiency of the depot has been demonstrated, it would be unjust for this Commission to command the erection of more buildings. Manifestly, it is the duty of the Commission to first regulate the rates of freight, and then if the increased business should demand enlarged freight sheds, it will be a legitimate subject for the Commission to determine.

Much complaint is made of the poor train service, especially by the berry men.

That there is not a satisfactory train service is very evident, but can it be corrected? On this matter the opinion of the railroad officials is deserving of a careful consideration, as they are experienced men, and it is not to be thoughtlessly supposed that they would slight a town of the importance of Watsonville, situated as it is in one of the most fruitful sections of the State, but rather encourage its development. It was shown by the evidence that some twenty-five thousand tons per annum of produce are shipped from the Pajaro Valley, most of which is more convenient to Watsonville depot than elsewhere. The difficulty seems to be that Watsonville is on a branch line, and the Superintendent says it would not pay to run a freight train to Santa Cruz late in the day when the bulk of freight, particularly berries, should be removed from Watsonville; but it was shown that for about an hour in the afternoon, from about five-thirty to six-thirty, three engines are usually at Pajaro, and as Watsonville is but very little beyond switching distance, there would be ample time for one of these engines to go to Watsonville and return. There seems, therefore, to be no valid reason why cars cannot be provided at Watsonville for all the freight shipments required, and an engine sent down from Pajaro to take them away and attach them to the freight train.

That clause of Section 1, Chapter 57, Statutes 1880, quoted by counsel for defendant as a limitation upon the power of the Commission to direct this additional train service, has no bearing upon this case. It reads: "A railroad shall be deemed to be in full operation when one passenger train, or one mixed train, is run over it each day in each direction."

Read as a whole, it is plainly seen that the statute is intended to *compel* the operation of a road, that valuable franchises may not be procured and held without benefit to the public, and only to prevent some more enterprising citizens from building a road, and the clause referred to is merely inserted as a basis to determine when a new line of railroad has commenced operations and is under the jurisdiction of the Board of Railroad Commissioners, and also upon what terms the company, when financially embarrassed, can maintain its charter.

Without this provision the Board of Railroad Commissioners would have to determine each individual case, and might in some instances compel the forfeiture of a franchise before sufficient time had elapsed to secure the investment of more capital, or to negotiate the sale of the road to persons who could make the enterprise a financial success.

But this does not apply to a company that is not pecuniarily distressed, or to one where it is not claimed that the operation of the road, with its trunk lines, does not yield income sufficient to defray the expenses of maintaining and operating the same. (Statute 1880.) Chapter 57, Section 2, and the last clause of Section 1, "the company shall run a sufficient number of freight trains to accommodate the traffic of said road," is specific and plain.

There is nothing in the Act in conflict with the Constitution when both are carefully read, but the sentence last quoted adds force to Section 21 of the Constitution, which says emphatically "property * * * shall be delivered at any station, landing," etc.

This Board, therefore, finds that the defendant, the Southern Pacific Company, has discriminated against Watsonville in the matter of charges for freight and passengers and in the facilities for the transportation of freight, and the judgment of the Board is that said defendant, the Southern Pacific Company, Northern Division, make all necessary provisions for the transportation of freight from and the delivery of freight at Watsonville, and abate the discrimination now existing in fares and freights.

To carry out the judgment of this Board, the Secretary is directed to prepare as soon as possible a revised schedule of freights and fares for and covering that portion of the defendant's line running from Watsonville to San Francisco, that the same may be presented at the next meeting of this Board.

It is further ordered that a copy of the judgment be served on defendant forthwith.

P. J. WHITE, Railroad Commissioner, Second District.
J. W. REA, Railroad Commissioner, Third District.

A. ABBOTT, Railroad Commissioner, First District, dissenting.

SAN FRANCISCO, October 19, 1887.

ORDER NO. 5.

OFFICE BOARD OF RAILROAD COMMISSIONERS, }
 SAN FRANCISCO, November 22, 1887. }

It is ordered that a reduction of 10 per cent be made in the freight tariff of the Southern Pacific Railroad (Northern Division), main line, to and from San Francisco and intermediate points, at the following stations, viz.: Tennant, Gilroy, Miller's, Sargent's, and Pajaro, and that an additional rate of one and one half ($1\frac{1}{2}$) cents per hundred pounds be added to the Pajaro rate for Watsonville freight, provided, said $1\frac{1}{2}$ cents is a reduction of the rate now charged to Watsonville by the said Southern Pacific Railroad (Northern Division), and it is also ordered, that in no instance after said 10 per cent reduction, shall the reduced rate for the long haul be less than that charged for the shorter haul; but that the reduced long haul rate shall be the maximum charge for the shorter haul, and the Secretary is directed to prepare a schedule to be submitted to this Commission for approval.

P. J. WHITE,
 President Board of Railroad Commissioners.
 JAMES W. REA.
 A. ABBOTT.

In conformity with the above order the Secretary prepared and submitted to the Board a schedule of reduced rates, which was unanimously approved, and a copy served on the officers of the Southern Pacific Railroad (Northern Division).

SAN FRANCISCO, December 13, 1887.

To the honorable the State Board of Railroad Commissioners:

GENTLEMEN: As counsel for the Southern Pacific Company, I beg leave to submit to you this application for a suspension of the order recently made by you, reducing freight rates between certain points on the Northern Division of the Southern Pacific Railroad.

The reduction amounts to about 10 per cent of the gross receipts. The net profits of the railroads operated by the Southern Pacific Company do not amount to 10 per cent of the gross proceeds, and a general reduction of 10 per cent would for the present year leave, and would for several years past, have left the company without receipts to pay operating and other necessary expenses, and interest upon its bonded debt. This is a fact which can be established to your full satisfaction, and one which undoubtedly was overlooked when the proposed reductions were under consideration.

This being the case to the whole system, it applies much more strongly to the division in question and to the receipts which are affected by your order. The special tariffs on grain, live stock, lumber, and wood between the stations in question have been reduced by former Boards, by water competition, and by the voluntary action of the company, to rates so low as to give the company, at most, but the minimum of profit, and, in some cases, none at all. These rates are very much lower than those of any local road in this State not operated by the Southern Pacific Company, and upon all leading articles of general merchandise are considerably less than the rates charged by the Chicago and Northwestern Railway Company to points of greater commercial importance and which enjoy direct rail competition.

I desire to call your attention to the fact that no coal fit for use by locomotives has been discovered in the State of California, and that all the coal used by this company is imported from foreign countries or brought from points at great distances without the State; that the present average price of coal per ton, at ship's tackle, is \$8, while the Chicago and Northwestern Railway Company probably obtains its fuel, placed upon its locomotives, at less than one fourth that cost.

I wish further to call your attention to the fact that the rates to and from the points affected are reasonable and in fair proportion to those to and from other stations on the line, while, if you should insist upon the reduction in question, you would throw those rates out of proportion to other rates and make an unjust discrimination between points upon the same line of road. This consideration is one of the utmost importance, first, because all unjust discriminations are forbidden by the laws of the land; second, because they are wrong in fact; third, because they are the source of dissatisfaction and ill feeling upon the part of the patrons of the road.

In view of these facts, we respectfully request your honorable Board to suspend for a time the order referred to, as we are satisfied that upon a reconsideration we can make such a showing in this matter as will lead at least to its modification, if not its abrogation.

Very respectfully,

CREED HAYMOND,
 Counsel Southern Pacific Company.

At a meeting of the Board of Railroad Commissioners held on this fifteenth day of December, 1887, the order above referred to was suspended until the fifteenth day of January, 1888.

The complaint of A. Bretz vs. The Southern Pacific Company of Kentucky, was filed in the office of the Board of Railroad Commissioners on the seventh day of July, 1887. Summons, with copy of complaint served on said Southern Pacific Company on the ninth day of said month, and on the twenty-third day of July, the defendant, the said Southern Pacific Company of Kentucky, filed a demurrer.

The complaint and demurrer is as follows :

Before the honorable Board of Railroad Commissioners of the State of California.

A. BRETZ, Plaintiff,

VS.

THE SOUTHERN PACIFIC COMPANY OF KENTUCKY (A RAILROAD CORPORATION), Defendant. }

The plaintiff, A. Bretz, makes the following allegations as cause of action :

I.—That defendant was and is now a railroad corporation, organized, existing, and doing business as a common carrier of passengers and freight between the City of San Francisco, and Oakland, Alameda, Berkeley, and Fruitvale, places in Alameda County.

II.—That prior to April 1, 1885, the above named line of railroad and transfer company was known as the Central Pacific Railroad Company; and about that time its directors, managers, and owners voluntarily changed its name—Central Pacific Railroad Company—to Southern Pacific Company of Kentucky; that said alteration and change was only in name, the property therein being owned and controlled by the same parties.

III.—That previous to 1881 defendant had no direct competition between places in Alameda County and San Francisco, and it was to the interest of defendant to induce the business men of San Francisco to reside in places in Alameda County and travel to and fro over its lines, instead of residing in the western suburbs of San Francisco and traveling to and from their homes on the various lines of street railroads, consequently defendant, in competition with the various lines of street railroads, made its rates of fares so as to induce persons doing business in San Francisco to travel daily over its lines and reside in Alameda County.

IV.—That about the year 1881 the South Pacific Coast Railroad Company became a direct competitor with defendant by establishing ferry lines between the above named places, and that as said South Pacific Coast Railroad Company lowered its fares and gave more favorable conditions to its passengers, the defendant, for the purpose of competing, did also lower its rates and give more favorable conditions to the public.

V.—That previous to 1884, defendant had on its so called monthly commutation tickets "Good for one round trip daily during the month of" (name of month), but gradually relaxed this rule to meet the competition of the South Pacific Coast Railroad Company, and finally on November, 1884, changed the words on said tickets to "Good for thirty round trips during the month of —," thus giving its passengers as favorable terms as its competitor, the South Pacific Coast Railroad Company, which had been giving its patrons as many rides as there were days in the month, as passengers saw fit to take them, and said rates were just and reasonable to defendant, being full compensation for the service rendered the public by defendant.

In February, 1887, negotiations were commenced between defendant, Southern Pacific Company, and its competitor, the South Pacific Coast Railroad Company, for the sale and transfer of said South Pacific Coast Railroad Company to the defendant, the Southern Pacific Company, which have since been consummated, and the South Pacific Coast Railroad Company transferred to the defendant, the Southern Pacific Company.

VI.—As soon as competition ceased, both roads, by mutual agreement, and joint notice signed by the officers of both corporations, dated February fourteenth, to take effect March 1, 1887, established an increased rate of fare, and in accordance with said agreement, defendant increased its rate of fare to all holders of said \$3 monthly commutation tickets by allowing only one trip daily, declaring all unused trips, antecedent to any trip taken, forfeited, and allowing only one trip each day on said tickets, and making passengers pay extra fare if more than one trip was taken in one day, even when more than half the trips on his ticket might be uncanceled.

VII.—From October, 1884, no change had been made by defendant in its monthly commutation tickets (except in April, 1885, the initials Southern Pacific Company were substituted for Central Pacific Railroad), till March 1, 1887, when in accordance with agreement with South Pacific Coast Railroad Company, the regulation on said tickets was changed from "good for thirty round trips during the month of —" to "good for one round trip daily during the month of —." And since this time defendant has by force compelled all passengers on said tickets to submit to this regulation.

VIII.—Plaintiff also avers, that on or about July 1, 1887, he paid defendant the usual fare, \$3, for the usual monthly passenger ticket that entitled him to thirty round trips during said month of July, at such times as he saw fit to take said rides.

IX.—That on July first, defendant carried plaintiff part of the distance from Alameda to San Francisco on said ticket, but at Oakland mole, when plaintiff presented said ticket to defendant, with many trips uncanceled, and when defendant had ample time and means to carry him the rest of the distance to San Francisco, defendant refused to carry him or allow him to ride, and did by force prevent him taking such ride.

X.—And plaintiff further represents to your honorable Board, that there are about five thousand passengers who travel on said tickets, and many of these are by defendant deprived of their rights and unlawfully compelled to pay extra fare, and that defendant by these unlawful means is making about \$1,000 or more per month, to their own interest and the detriment of the public.

XI.—Wherefore plaintiff asks your honorable Board to take immediate action to compel defendant to obey the laws of this State and respect the rights of the public and this plaintiff.

And that your honorable Board summons the defendant to answer this complaint, and on filing answer before you to find and determine that said acts of the defendant, the Southern Pacific Company, are in violation of the Constitution and laws of this State; and plaintiff also asks that this honorable Board find and declare that said regulation and notice of defendant, dated February fourteenth, and which took effect March first, and all other notices or instructions of the same import, given by defendant to its servants or enforced by them, were in violation of Article XII, Section 20, of the Constitution of this State, and null and void, and that plaintiff, and all other holders of said monthly commutation tickets, have been since March first and now are entitled to all the rights and privileges they enjoyed on said tickets before that date, to wit: as many round trips as there are days in the month, at the option of holders, one or more daily.

Plaintiff also prays that this honorable Board, under and by virtue of authority vested in it by the Constitution and statutes of this State, do order and establish that the rate of fare which may be charged by the said railroad company, or any other railroad company, for carrying passengers between Oakland, Alameda, Berkeley, and Fruitvale, places in Alameda County, and San Francisco, shall not be more than (\$3) three dollars for as many round trips between the places named as there are days in the month, and that passengers may take these trips as they see fit, one or more daily during the month.

And plaintiff further prays that, with the exception of the change this honorable Board is now requested to make in the existing terms and conditions exacted by said railroad company on said monthly commutation tickets, that this honorable Board do order and establish that all rates of passenger fare now allowed or charged on any kind or class of tickets between the places heretofore named shall be the maximum rates of fare, and said rates shall not be increased or abolished by said defendant.

A. BRETZ.

STATE OF CALIFORNIA, }
City and County of San Francisco. } ss.

A. Bretz being duly sworn, says, that he is the complainant in this case, that he knows the contents of this complaint, and that of his own knowledge he knows these to be true, except as to matters stated on his information and belief, and these he believes to be true.

Sworn to before me this seventh day of July, 1887.

P. J. WHITE,
President Railroad Commissioners.

Before the Board of Railroad Commissioners of the State of California.

A. BRETZ, Plaintiff, }
vs. }
THE SOUTHERN PACIFIC COMPANY, Defendant. }

The above named defendant, Southern Pacific Company, comes by its attorney and objects and demurs to the complaint filed against it by the above named plaintiff, and for grounds of objection and demurrer shows to this honorable Board:

First—That said complaint does not state facts sufficient to authorize the proceedings.

Second—That said complaint does not state facts sufficient to authorize the proceedings, in this, that it appears from the face of the complaint that this honorable Board has no jurisdiction of the subject-matter complained of by the plaintiff.

Third—That the complaint does not state facts sufficient to authorize the, or any proceedings against this defendant.

Fourth—That the complaint does not state facts sufficient to authorize the, or any proceedings against this defendant, in this, that it appears from the face of the complaint that this honorable Board has no jurisdiction of the subject-matter complained of by the plaintiff.

Fifth—That this complaint does not state facts sufficient to authorize the, or any, proceedings against this defendant, in this, that the Board of Railroad Commissioners of the State of California has no jurisdiction of the subject-matter complained of in the plaintiff's complaint, for that it appears upon the face of the complaint that the pretended grievances therein averred and alleged against this defendant arose solely by reason of the refusal of the defendant to permit or allow the plaintiff to make more than one round trip daily, on its ferryboat and railroad cars, between San Francisco and Oakland, Alameda, Berkeley, and Fruitvale, on a monthly commutation ticket, good for one daily round trip between said named places, for the month of July, 1887, sold by the defendant to the plaintiff at a special rate, as it might lawfully do, by virtue of and pursuant to the authority and right so to do, conferred upon it by the twenty-first section of Article XII of the Constitution of the State of California.

Wherefore, defendant prays that this honorable Board proceed no further against this defendant, and that said complaint be dismissed.

L. D. McKISICK,
Attorney for Defendant.

The proceedings rest here, pending decision of the Supreme Court as to the jurisdiction of the Board to regulate commutation tickets, in the case of W. H. Robinson vs. The South Pacific Coast Railroad Company.

CALIFORNIA CENTRAL RAILWAY COMPANY, }
LOS ANGELES, July 16, 1887. }

DEAR SIRS: The traffic department of our company desires to adopt some rules as to granting of half fare permits to clergymen in this State, to be used only in this State, and ask of me a construction of Section 21, Article XII, of our Constitution. I am of the opinion that clergymen may be held to form a *class*, and that half fare to the entire class would not violate the provisions as to discrimination between persons as in that section provided, but we want to make no mistakes, and thinking that your Board may have already construed and settled this question, I respectfully request such instructions, advice, or opinion as to you may seem proper in the premises.

Your early reply is desired by your obedient servant,

A. BRUNSON,
Solicitor for California.

OFFICE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, August 13, 1887. }

A. BRUNSON, *Esq.*, *Solicitor California Central Railway Company, Los Angeles, Cal.:*

DEAR SIR: The Board of Railroad Commissioners, in session, this date, instructed me to say to you, that provided you made no discrimination in class or denomination, and that every clergyman or minister of the gospel, who requested a half rate ticket, should be sold the same, they would hold that said half rate fare was not discrimination.

Very respectfully,

S. H. PARKER,
Secretary of the Board.

SAN BERNARDINO, CAL., August 6, 1887.

S. H. PARKER, *Secretary of Board of Railroad Commissioners, San Francisco:*

DEAR SIR: Yours of a late date addressed to S. P. Jewett, General Manager of Los Angeles and San Gabriel Valley Railroad, has been referred to me with a request to advise as to proper action as to report of operations of that road for the year 1886.

The road in question is involved in a consolidation out of which has arisen the California Central Railway Company.

Will you be so kind as to send me copies of the rules of your Board upon the subject of reports, as well as a copy of any other documents that may guide us in our conduct towards your Board in the future in this, as well as other matters, to the end that we may get along smoothly.

I have looked through the constitutional and statutory provisions relating to your Board and find nothing regarding such reports as that you require. However, before taking action in the premises, I desire to be fully informed.

An early reply is much desired.

Yours truly,

BYRON WATERS,
Attorney for the California Central Railway Company.

OFFICE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, August 18, 1887. }

Hon. BYRON WATERS, *Attorney for the California Central Railway Company:*

DEAR SIR: Your favor of the sixth instant came during my absence from the city.

Through courtesy, or for convenience, the railroad companies have made the annual report of the operations of their roads to this Commission, thus avoiding the more impracticable method prescribed by the New Constitution (Article XII, Section 22) which alternative was presented to the Atlantic and Pacific Railroad Company, and rather than take issue on the powers of the Commission, preferred furnishing the required report.

Very respectfully,

S. H. PARKER,
Secretary Railroad Commission.

SAN BERNARDINO, CAL., August 22, 1887.

STAFFORD H. PARKER, *Secretary Board of Railroad Commissioners, San Francisco, Cal.:*

DEAR SIR: Your favor of August eighteenth, with inclosures, has been received. I took the liberty of submitting your letter to J. N. Victor, Superintendent of the California Central Railway, and pursuant to his instructions in the premises, will say that he will at once instruct the proper officers of the California Central Railway Company (which company is now the owner of the San Gabriel Valley Railroad), to collate from their books

and records as much as possible of the data required to make the report which you desire of the operations of the San Gabriel Valley Railroad up to January first of this year. You will appreciate the difficulties in the way, I have no doubt, when you consider the facts that the company has been merged by consolidation with seven or eight other little roads, that the personnel of all the officers and employes in the bookkeeping department has been changed, and that the men now performing the duties of keeping and making up the records are not at all familiar with the business transactions of the old set of books of the San Gabriel road.

Mr. Victor desires me to assure you that the attitude of the company toward your Board, so long as he is in authority, shall be of the most courteous and pleasant nature, and that he shall do everything possible in his power to comply with all reasonable requests which your Board may make of the officials of that company. While there will, no doubt, be difficulties in getting up a proper report of last year's work of the San Gabriel road, I am directed to say to you that for the present year's work no such difficulties will exist. We will at once go about getting up the report, and will advise you of progress made in the premises.

Yours truly,

BYRON WATERS,
Attorney for California Central Railway Company.

OFFICE BOARD OF RAILROAD COMMISSIONERS,)
SAN FRANCISCO, August 22, 1887.)

A schedule of passenger fare, in cents per mile, was introduced by Commissioner Abbott, to be the maximum charge, and unanimously adopted, as follows:

Western Division, San José Branch, Stockton and Copperopolis Railroad, and Amador Branch.

Oakland to San José, via Niles.....	3
Niles to Livermore.....	3
Livermore to Sacramento, via Lathrop and Stockton.....	3½
Stockton to Peters, Milton, and Oakdale.....	4
Galt to Ione.....	4

Northern Railway, San Pablo and Tulare Railroad, connecting at Tracy with Western Division, as above.

Oakland to Martinez, via Port Costa.....	4
Martinez to Tracy.....	3

Northern Railway and California Pacific Railroad.

Oakland to Vallejo Junction.....	4
Vallejo Junction to Calistoga.....	3
Vallejo Junction to Sacramento, via Benicia.....	4

California Pacific Railroad and Northern Railway.

Sacramento to Davis.....	4
Davis to Knights Landing.....	3
Davis to Tehama.....	3

Oregon Division.

Sacramento to Tehama, via Roseville Junction and Marysville.....	3
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Shasta Division.

Tehama to Redding.....	3
Redding to Hornbrook.....	4

Sacramento Division.

Sacramento to Auburn.....	3
Auburn to Truckee.....	5

Visalia, Yosemite, and Goshen Divisions.

Lathrop to Sumner.....	3
Berenda to Raymond.....	10
Goshen to Huron.....	3

Los Angeles and Ventura Divisions.

Sumner to Saugus.....	4
Saugus to Los Angeles	3
Saugus to Santa Barbara.....	3

Los Angeles and Independence Railroad, and Wilmington and San Diego Divisions.

Los Angeles to Santa Monica.....	3
Los Angeles to San Pedro.....	3
Los Angeles to Santa Ana.....	3

Yuma Division.

Los Angeles to Banning.....	3
Banning to Yuma.....	5

Northern Division of the Southern Pacific Company.

San Francisco to San José ...	3
San José to Tres Pinos	3
San José to Santa Cruz	3
San José to Monterey	3
San José to Templeton	3
Aptos to Loma Prieta	5

The foregoing schedule of passenger fares over the Southern Pacific Company's lines, as introduced by Commissioner Abbott on the twenty-third day of August last past, and which went into effect on the first day of September following, shows on a basis of one passenger between each two points on said company's lines within the State of California, by comparison of ticket rates in force August 31, 1887, with those that went into effect on September 1, 1887, a reduction amounting to 19.92 per cent.

OFFICE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, October 18, 1887. }

Order No. 3 was introduced by Commissioner Rea, and unanimously adopted, as follows:

It is ordered that the eighth annual report of this Commission include railroad companies' reports for the year ending December 31, 1886, and that the Secretary be and is hereby directed to forward to the State Printer at Sacramento, copies of said companies' reports, as soon as ready.

OFFICE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, October 19, 1887. }

A. J. BINNEY, *Esq.*, General Manager Northern California Railroad Company, Marysville, California:

DEAR SIR: At a meeting of the Board of Railroad Commissioners held this nineteenth day of October, 1887, Commissioner Abbott introduced Order No. 4, which was unanimously adopted, as follows:

Resolved, That the maximum rate of passenger fare over the line of the Northern California Railroad, between Marysville and Oroville, be and is hereby established at one dollar and fifty cents.

Very respectfully,

S. H. PARKER,
Secretary of the Board.

To the honorable Railroad Commissioners of the State of California:

We, the undersigned citizens of Cloverdale and vicinity, in the County of Sonoma, being patrons and supporters of the San Francisco and North Pacific Railroad, would respectfully represent:

First—That said road was built almost entirely by the subsidy granted by the County of

Sonoma, that from its earnings large fortunes have been accumulated, and that these facts give to us a special right to complain of the matters hereinafter set forth.

Second—That the passenger fare over said road at this end is over six cents per mile, and our freight to and from San Francisco is \$6 40 per ton, subject to double and even treble rates according to the value of goods shipped and the caprice of the railroad officials.

Third—That we believe the above rates to be much in excess of those allowed to any other road in the State, and that no good reason exists for such discrimination, since, owing to the nature of the country which said road traverses, the cost of maintaining and running said road is comparatively small.

Fourth—That said rates being exorbitant, if not outrageous, are oppressive to the people of this locality, and an impediment to its material prosperity.

Therefore to you, the officers and guardians of the people, we apply for aid, and earnestly request that you give the matters above set forth your careful attention, and thereupon you do whatever may be just in the premises, and your petitioners will ever pray, etc.

W. E. CRIGLER.
W. P. INK.
W. H. HIATT.
S. D. HOWARD.
G. F. GÜRKHARDT.
G. HUNZIKER.
LOUIS ABRAHAM.

On the fourteenth day of November, according to duly advertised notice, the Board of Railroad Commissioners met at Library Hall, in the town of Cloverdale, Sonoma County, to hear complaints made against the San Francisco and North Pacific Railroad Company of discrimination and exorbitant charges in passenger fares and freight rates.

Of the seven signers to the complaints, only two—W. P. Ink and W. H. Hiatt—appeared against said company. All testimony against and for the above named railroad company was taken down by the stenographer to be transcribed and presented to the Board at a future meeting prior to action being taken.

CALIFORNIA FIRE APPARATUS MANUFACTURING COMPANY, }
SAN FRANCISCO, November 5, 1887. }

To the Secretary Board Railroad Commissioners of California:

DEAR SIR: On the evening of November fifth, we purchased at the depot at San Diego a first class unlimited ticket to Los Angeles. Upon asking for a stop-over at Riverside or San Bernardino, it was refused, as the conductor had received a notice to that effect on the second of the month that no stop-overs could be allowed on a first class unlimited ticket; he took up the ticket, and at our request gave us this receipt.* We were then compelled to purchase tickets from Riverside to San Bernardino, and from there to Los Angeles, although our tickets had been paid for through to Los Angeles. Will you kindly inform me if they had a right to do this, and if not will you kindly call the attention of the Board to the matter that the matter may be righted?

It is not our special case that we desire adjusted, but have they the right to refuse stop-over permits?

Yours respectfully,

JAS. S. NAISMITH,
With California Fire Apparatus Manufacturing Company.

* This to certify that bearer held one first class local ticket, San Diego to Los Angeles. He requested stop privileges, which were refused by me. (See circular, October first.)

STEVENS, Conductor.

Train 5—10, 7, 1887.

CALIFORNIA SOUTHERN RAILROAD COMPANY, }
SAN DIEGO, November 11, 1887. }

S. H. PARKER, Esq., Secretary Board of Railroad Commissioners, San Francisco, California:

DEAR SIR: Replying to your favor of the eighth, in regard to Mr. Naismith being refused stop-over at Riverside and San Bernardino, on a Los Angeles ticket, claimed purchased at San Diego on November fifth, would say, that we never did allow stop-over privileges at Riverside on Los Angeles ticket, for the reason that Riverside is on the California Central Railway, a short distance from the California Southern track.

Los Angeles tickets are not issued good via Riverside, but they are issued via San Bernardino, and he was refused stop-over at San Bernardino, for the reason that stop-over privileges were abolished on October fifth. We adopted this rule, for the reason that the privilege was being greatly abused, especially by commercial travelers, and we know it to be

a fact, because parties have been detected erasing stop-over notices on tickets made by conductors, with the evident intention of thereby gaining an extra ride between certain points on the line. I had been contemplating discontinuing stop-over privileges for a long time, thinking that something of this kind was being done on the line, and after careful investigation such proved to be the fact, and I discontinued this.

It has been a great picnic for commercial men, who are the ones who are grumbling at my action in this matter. The regular traveling public are just as well satisfied with the arrangement as if stop-overs were granted, as now they buy tickets to whatever points they desire to go, and they find that the through rate, with the exception of Los Angeles rate, is the same as by buying from station to station. On careful consideration of this case, I think you will quite agree with me that there is a chance in the issuing of stop-over privileges on local tickets for such privilege to be abused. If there is anything further that you may wish to know on this subject, I will be pleased to give it to you.

Yours truly,

H. B. WILKINS,
General Freight and Passenger Agent.

OFFICE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, November 23, 1887. }

JAS. S. NAISMITH, Esq., San Francisco:

DEAR SIR: Your communication of the fifth instant, complaining of the California Southern Railroad Company refusing you stop-over privileges on a first class unlimited ticket, together with said railroad company's answer, was presented to the Board of Railroad Commissioners at a meeting held on the twenty-second instant, and I was ordered to inclose you a copy of the California Southern Railroad Company's answer, and state that your remedy was in the Courts.

Very respectfully,

S. H. PARKER,
Secretary.

LOS GATOS, CAL., November 15, 1887.

Honorable JAMES W. REA, Railroad Commissioner, San José, California:

MY DEAR SIR: By the recent adjustment of railroad fares by the Railroad Commissioners, an injustice has been done to the people of Los Gatos. Before the recent adjustment, we could purchase tickets to San José and return for 75 cents; now the fare is 40 cents each way. Another thing: the fare from Los Gatos to San Francisco is \$1 75, and between San José and San Francisco, \$1 25; by this arrangement passengers are charged 50 cents between Los Gatos and San José. A great many who go to San Francisco buy tickets to San José, and at San José buy through tickets to San Francisco, thereby saving 10 cents each trip. Can you not arrange this so that we can have as cheap rates proportionately as San José? Hoping you will consider this matter,

I am yours very truly,

EBAN C. FARLEY.

OFFICE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, November 23, 1887. }

T. H. GOODMAN, Esq., General Passenger and Ticket Agent, South Pacific Company:

DEAR SIR: I am directed by the Board of Railroad Commissioners to call your attention to discrepancies in passenger fares existing between Los Gatos and San José, and Los Gatos and San Francisco. It is charged by Mr. Farley—a copy of whose letter accompanies this communication—that by purchasing a ticket from Los Gatos to San José, and from San José to San Francisco, the passenger can save 10 cents, and that since the reduction of fares, which went into effect on the first day of September last, the fare between Los Gatos and San José is 40 cents each way; whereas, prior to said reduction, a round trip ticket between those points was sold for 75 cents.

That also, on the California and Oregon, north of Sacramento, and on the Central Pacific Railroad, east of Sacramento, similar discrepancies exist; for instance: a return trip ticket from Marysville to Sacramento is \$3 20, and from Sacramento to San Francisco \$5; total, \$8 20. While a return trip ticket from Marysville to San Francisco is \$8 70.

By giving the above stated facts your early attention, you will oblige,

Yours very respectfully,

S. H. PARKER,
Secretary of the Board.

SOUTHERN PACIFIC COMPANY, OFFICE GENERAL PASSENGER AGENT, }
SAN FRANCISCO, December 12, 1887. }

Mr. S. H. PARKER, Secretary State Board Railroad Commissioners, San Francisco:

DEAR SIR: I have just returned from a few weeks' absence from home, and find your letter of the twenty-third ultimo awaiting my arrival. I will refer now more especially to that portion pertaining to rates between San Francisco and points north and east of Sacramento, and take pleasure in stating it will be our aim to endeavor, at the earliest

possible moment, to adjust the apparent differences by printing and placing on sale the same style of tickets for such points that we have on sale between San Francisco and Sacramento via Benicia, using as a basis the limited San Francisco and Sacramento rate of \$2 50, adding same to existing rates between Sacramento and the other points referred to. Although passengers have been able to secure these minimum rates by repurchase of tickets at Sacramento, the extension of the same style of tickets beyond Sacramento will enable them to pay fare through to and from San Francisco, and check baggage accordingly.

I remain very respectfully,

T. H. GOODMAN,
General Ticket and Passenger Agent.

SOUTHERN PACIFIC COMPANY, OFFICE GENERAL PASSENGER AGENT, }
SAN FRANCISCO, December 14, 1887. }

Mr. S. H. PARKER, Secretary State Board of Railroad Commissioners, San Francisco:

DEAR SIR: Referring again to your two favors, dated respectively the twenty-third ultimo and the twelfth instant, I take pleasure in informing you that a new tariff will be published as soon as practicable for the South Pacific Coast Railway Division, Southern Pacific Company, wherein the alleged differences in fares for San Francisco, Los Gatos, Fulton, and Santa Cruz will be properly adjusted, and we trust the same will prove satisfactory to the patrons of that line.

Very respectfully,

T. H. GOODMAN,
General Passenger and Ticket Agent.

A comparison of passenger rates in effect September 1, 1887, with similar rates and distances on railroads east and west of Chicago, Illinois, as follows:

Fares from San Francisco to certain principal points, and the average rate per mile since September 1, 1887:

To Lathrop, via Livermore	\$2 50.....	83 miles.....	3.01 cents per mile
To Lathrop, via Antioch	2 50.....	94 miles.....	2.66 cents per mile
To Stockton, via Livermore.....	2 50.....	92 miles.....	2.72 cents per mile
To Stockton, via Antioch	2 50.....	103 miles.....	2.43 cents per mile
To Sacramento, via Benicia	3 30.....	90 miles.....	3.67 cents per mile
To Sacramento, via Antioch	3 30.....	151 miles.....	2.18 cents per mile
To Marysville, via Benicia.....	4 60.....	142 miles.....	3.24 cents per mile
To Marysville, via Antioch	4 60.....	204 miles.....	2.24 cents per mile
To Tehama, via Davis	6 10.....	187 miles.....	3.26 cents per mile
To Tehama, via Marysville	6 10.....	274 miles.....	2.23 cents per mile
To Redding, via Davis.....	7 50.....	234 miles.....	3.21 cents per mile
To Redding, via Marysville.....	7 50.....	321 miles.....	2.34 cents per mile
To Colfax, via Benicia.....	5 05.....	144 miles.....	3.51 cents per mile
To Colfax, via Antioch	5 05.....	205 miles.....	2.46 cents per mile
To Truckee, via Benicia	8 30.....	209 miles.....	3.97 cents per mile
To Truckee, via Antioch	8 30.....	271 miles.....	3.06 cents per mile
To Merced	4 25.....	152 miles.....	2.80 cents per mile
To Fresno	5 90.....	207 miles.....	2.85 cents per mile
To Sumner	9 10.....	314 miles.....	2.90 cents per mile
To Los Angeles.....	15 00.....	482 miles.....	3.11 cents per mile
To Santa Barbara	15 00.....	532 miles.....	2.82 cents per mile
To Sacramento, via Benicia.....	2 50.....	Limited first class.....	2.78 cents per mile
To Lathrop, via Antioch.....	1 50.....	Second class	1.60 cents per mile
To Stockton	1 50.....	Second class	1.46 cents per mile
To Sacramento, via Benicia	1 50.....	Second class	1.67 cents per mile
To Los Angeles.....	12 00.....	Emigrant	2.49 cents per mile
To Santa Barbara	12 00.....	Emigrant	2.25 cents per mile

Rates from Chicago to prominent points, and the average rate per mile. The points selected are about the same distance from Chicago as those named from San Francisco:

Niles, Michigan	\$2 80.....	94 miles.....	2.98 cents per mile
Jackson, Michigan.....	5 90.....	210 miles.....	2.81 cents per mile
Detroit, Michigan.....	8 00.....	286 miles.....	2.80 cents per mile
Toledo, Ohio.....	7 00.....	244 miles.....	2.87 cents per mile
Cleveland, Ohio.....	10 00.....	356 miles.....	2.84 cents per mile
Buffalo	14 00.....	540 miles.....	2.59 cents per mile
Plymouth, Indiana	2 55.....	84 miles.....	3.04 cents per mile
Fort Wayne, Indiana	4 45.....	148 miles.....	3.01 cents per mile
Crestline, Ohio.....	8 40.....	279 miles.....	3.01 cents per mile

Pittsburg, Pennsylvania	\$14 00	468 miles	2.99 cents per mile
Dixon, Illinois	2 95	98 miles	3.01 cents per mile
Cedar Rapids, Iowa	6 75	219 miles	3.08 cents per mile
Council Bluffs	12 59	489 miles	2.56 cents per mile
La Salle, Illinois	2 90	99 miles	2.93 cents per mile
Des Moines, Iowa	10 25	358 miles	2.51 cents per mile
Milwaukee, Wisconsin	2 55	85 miles	3.00 cents per mile
Galesburg, Illinois	4 88	163 miles	3.00 cents per mile
Quincy, Illinois	6 75	263 miles	2.57 cents per mile
Bloomington, Illinois	3 75	126 miles	3.00 cents per mile
Jacksonville, Illinois	5 35	215 miles	2.49 cents per mile
Wheeling, West Virginia	13 60	460 miles	2.96 cents per mile
Logansport, Indiana	3 50	117 miles	3.00 cents per mile
Indianapolis, Indiana	5 50	194 miles	2.84 cents per mile
Cincinnati, Ohio	8 80	294 miles	3.00 cents per mile

When it is considered that the population to the square mile tributary to the railroads in this State is less than eleven to the square mile of settled territory, and that the population of the settled portions of the States with which the comparison is made is over thirty-two to the square mile—about three to one—the comparison is not unfavorable to the former.

It may be proper to state also, that we find that the service of the Pacific roads over which the Board can exercise official authority, to be good, and a constant desire on the part of the managers to improve it, thus giving the traveling public better accommodations and greater dispatch.

With few exceptions our friendly interposition with the managers has been as effective as the arbitrary enforcement of statutory authority, thereby avoiding the friction which an appeal to the Courts would involve.

To those who expect the Board to issue its edicts without such friendly interposition, and then resort to the Courts for their enforcement, this course may not be satisfactory; but to all such, we refer to the gradual decrease in freight and passenger rates for their enlightenment and our justification.

The reductions on freight in California over the lines of the Southern Pacific Company, show a much greater reduction than over the rest of the system. Local commercial freight taken up and laid down in California, shows an average reduction of about 7 per cent, while the same class of freight over the system is less than 2 per cent.

Annexed find table of rates for commercial freight—local and through—for the past four years, over the lines of the Southern Pacific Company:

TABLE,

Showing reductions in commercial freight taken up and laid down in California over Southern Pacific Company's lines.

YEAR.	Pounds.	Charges.	Tons—1 Mile.	Rate per Ton per Mile.
1883	3,008,140,620	\$4,821,721 80	143,694,336	3.36
1884	3,438,304,750	5,293,480 60	164,652,226	3.21
1885	3,265,453,260	5,090,174 30	165,085,190	3.08
1886	4,030,633,330	5,997,646 80	199,029,520	3.01
Total four years	13,742,531,960	\$21,203,023 50	672,461,272	
Average rate per ton	per mile			3.165

672,461,272 tons, 1 mile, at 3.36, rate for 1883, total amount charged would be. \$22,594,698 73
Average rate, 4 years, 3.165, amount 21,283,399 25

6 per cent reduction, amounting to 1,311,299 48

1884, 1885, and 1886—Tons carried one mile 528,766,936

At 3.36 cents, rate for year 1883. \$17,766,569 04

Same amount carried at average rate of years 1884, 1885, and 1886, 3.10. 16,391,775 01

7½ per cent reduction, amounting to 1,374,794 03

Total Southern Pacific Company's Local Commercial Freight.

YEARS.	Pounds.	Charges.	Tons—1 Mile.	Rate per Ton per Mile.
1883.....	3,679,174,150	\$9,379,178 40	287,740,814	3.26
1884.....	3,960,153,410	8,703,699 40	253,389,203	3.43
1885.....	3,868,028,330	8,404,115 10	269,937,717	3.11
1886.....	4,592,204,490	9,195,990 70	300,827,782	3.05
Totals.....	16,099,560,380	\$35,682,983 60	1,111,895,516	
Average rate per ton	per mile.....			3.21½

1,111,895,516 tons, 1 mile, at $3\frac{29}{100}$ cents, rate for 1883, total amount charged* would be \$36,247,793 82

At average rate for the 4 years, 3.21½..... 35,719,643 45

Less than 1½ per cent reduction, amounting to..... \$528,150 37

1884, 1885, and 1886, tons carried one mile 824,154,702 tons, at $3\frac{29}{100}$ cents, rate for year 1883..... 26,867,443 28

Average rate for years 1884, 1885, and 1886, $3.19\frac{3}{8}$ cents..... 26,345,478 64

Less than 2 per cent reduction, amounting to..... \$521,964 64

Total Southern Pacific Company's Local and Through Commercial Freight.

YEARS.	Pounds.	Charges.	Tons—1 Mile.	Rate per Ton per Mile.
1883.....	4,472,065,400	\$14,861,888 00	674,110,673	2.20
1884.....	4,682,201,090	13,347,880 93	579,061,063	2.30
1885.....	4,624,870,280	12,863,829 17	585,132,492	2.20
1886.....	5,716,537,850	13,377,922 99	825,143,290	1.62
Totals.....	19,495,674,620	\$54,451,521 09	2,663,447,518	
Average rate per ton	per mile for 4 years.....			2.08

The Cloverdale and Ukiah Railroad.—This company was incorporated August, 1886, for the purpose of constructing, maintaining, and operating a standard gauge road from the town of Cloverdale, in Sonoma County, to the town of Ukiah, in Mendocino County, with a capital stock of \$1,000,000, divided into 10,000 shares, at \$100, par value, each, with James M. Donahue as President, and Thomas W. Johnston, Secretary. Total length of line will be about $28\frac{1}{2}$ miles; estimated tunnelling, 4,000 feet; 600,000 cubic yards of excavation and 135,000 of embankment. The work is now well under way, and it is expected that the track, etc., of the road will be ready for rails not later than the first of August, 1888.

Marin and Napa Railroad Company.—This road was also incorporated in August, 1886, for the purpose of constructing a standard gauge road, commencing at a point on the line of the San Francisco and North Pacific Railroad Company, between Ignacio and Novato, in Marin County, California, and run thence by the most practicable route to a point on the California Pacific Railroad between Adalante and Suscol, in Napa County, the estimated length of said road to be 22 miles. Capital stock, \$500,000, divided into 5,000 shares of the par value of \$100 each. James M. Donahue, President, and Thomas W. Johnston, Secretary. For some time past work has been actively prosecuted on the first division of the road. Up to October of the present year 7 miles of road was under construction and $4\frac{1}{2}$ miles graded.

The Santa Fe Railroad in Southern California.—The total trackage of this system constructed up to December 1, 1887, is 342.2 miles; of which 210.6 miles is California Southern, and the remainder California Central.

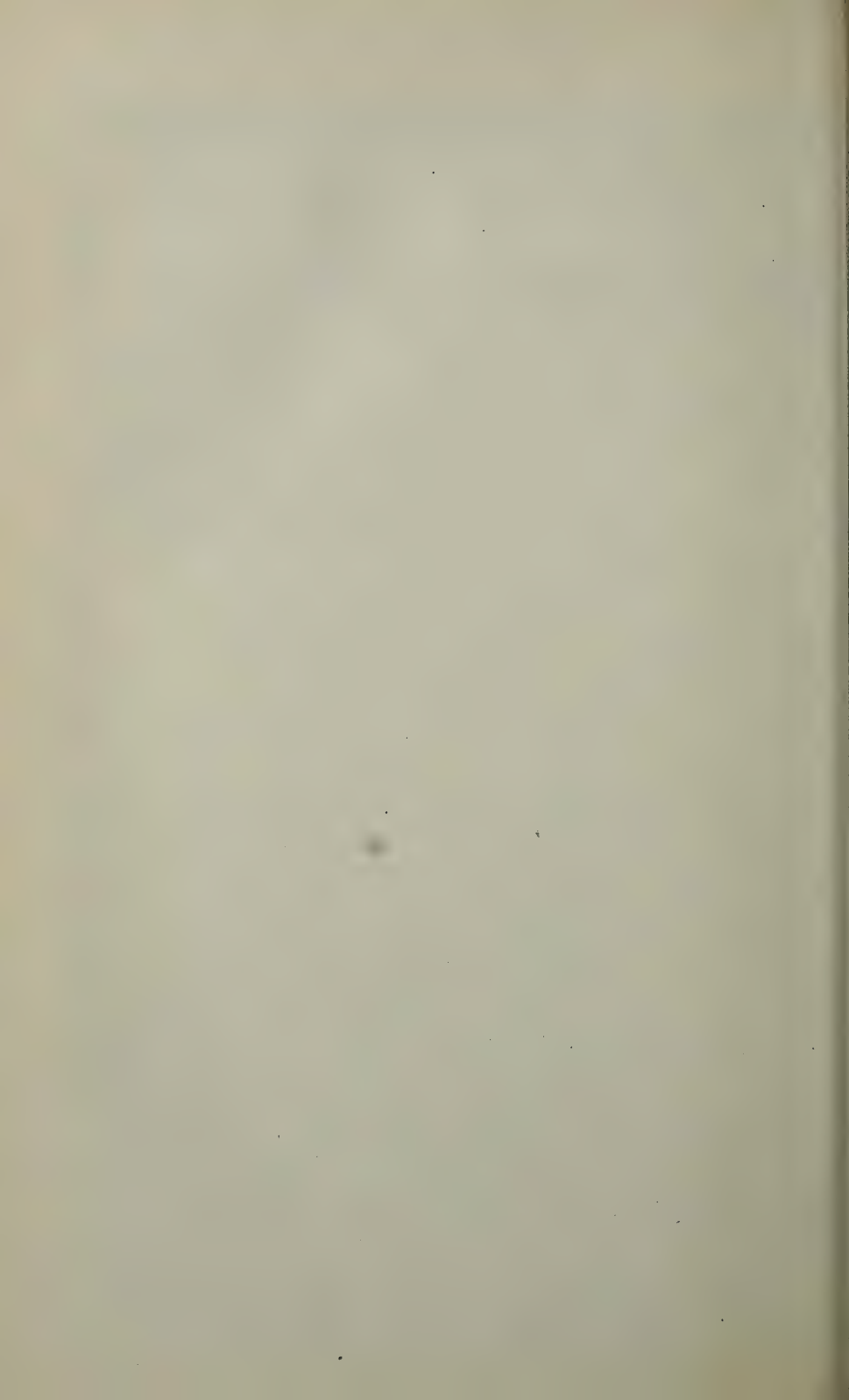
All of the California Southern, and from East Riverside to Arlington, of the California Central, a total distance of 220.6 miles, was laid prior to December 1, 1886, leaving the balance, 121.6 miles of California Central laid during the current year.

New mileage added to the Southern Pacific Company's lines in California during the year 1887:

	Miles.
Oregon Division.....	68.05
Southern Pacific Branch from Newhall west.....	70.39
Santa Rosa and Carquinez Railroad.....	3.33
San Pablo and Tulare Railroad Extension.....	34.03
Stockton and Tulare.....	2.13
Long Beach Line.....	1.48
Total.....	179.41

Respectfully submitted.

P. J. WHITE,
President Railroad Commission.
A. ABBOTT,
Railroad Commissioner, First District.
JAMES W. REA,
Railroad Commissioner, Third District.



APPENDIX.

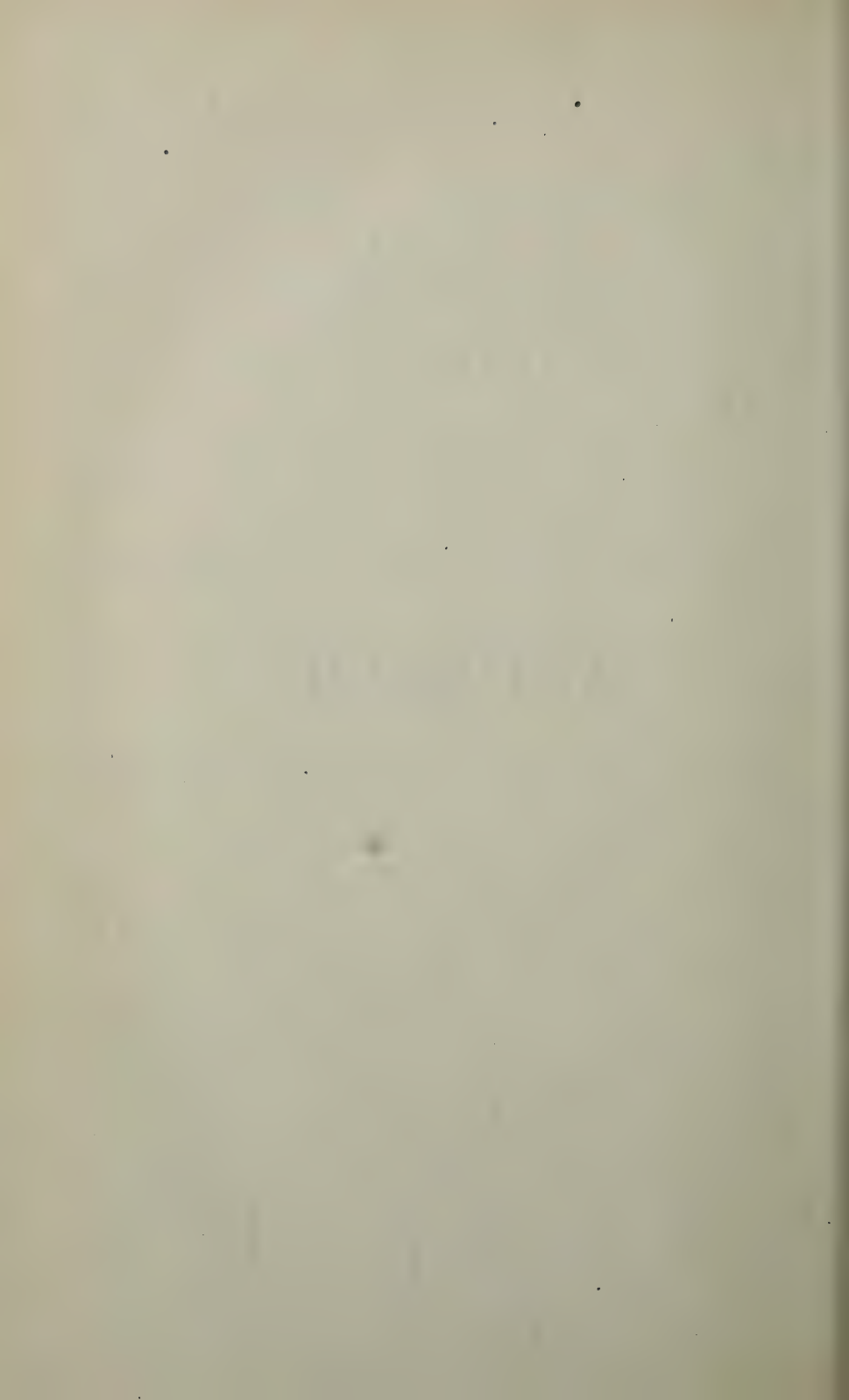


EXHIBIT "A."

MEETINGS HELD AND MEMBERS PRESENT DURING THE YEAR 1887.

January 3—At office, San Francisco, Commissioners Abbott, Rea, and White.
 January 5—At office, San Francisco, Commissioners Abbott, Rea, and White.
 January 12—At office, San Francisco, Commissioners Abbott, Rea, and White.
 January 19—At office, San Francisco, Commissioners Abbott, Rea, and White.
 January 20—At Town Hall, Watsonville, Santa Cruz County, Commissioners Abbott, Rea, and White.
 January 26—At office, San Francisco, Commissioners Abbott, Rea, and White.
 February 10—At office, San Francisco, Commissioners Abbott, Rea, and White.
 February 15—At office, San Francisco, Commissioners Abbott, Rea, and White.
 March 9—At office, San Francisco, Commissioners Abbott, Rea, and White.
 March 25—At office, San Francisco, Commissioners Abbott, Rea, and White.
 April 15—At office, San Francisco, Commissioners Abbott, Rea, and White.
 May 4—At office, San Francisco, Commissioners Abbott, Rea, and White.
 June 2—At office, San Francisco, Commissioners Abbott, Rea, and White.
 June 3—At office, San Francisco, Commissioners Abbott, Rea, and White.
 July 2—At office, San Francisco, Commissioners Rea and White.
 August 3—At Town Hall, Watsonville, Santa Cruz County, Commissioners Abbott, Rea, and White.
 August 4—At Town Hall, Watsonville, Santa Cruz County, Commissioners Abbott, Rea, and White.
 August 5—At Town Hall, Watsonville, Santa Cruz County, Commissioners Abbott, Rea, and White.
 August 12—At office, San Francisco, Commissioners Abbott and White.
 August 13—At office, San Francisco, Commissioners Abbott, Rea, and White.
 August 15—At Town Hall, Watsonville, Santa Cruz County, Commissioners Abbott, Rea, and White.
 August 22—At office, San Francisco, Commissioners Abbott, Rea, and White.
 August 23—At office, San Francisco, Commissioners Abbott, Rea, and White.
 September 15—At office, San Francisco, Commissioners Rea and White.
 September 26—At office, San Francisco, Commissioners Abbott, Rea, and White.
 October 13—At office, San Francisco, Commissioners Rea and White.
 October 18—At office, San Francisco, Commissioners Abbott, Rea, and White.
 October 19—At office, San Francisco, Commissioners Abbott, Rea, and White.
 October 26—At office, San Francisco, Commissioners Rea and White.
 November 14—At Library Hall, Cloverdale, Sonoma County, Commissioners Abbott, Rea, and White.
 November 22—At office, San Francisco, Commissioners Abbott, Rea, and White.
 December 8—At office, San Francisco, Commissioners Abbott, Rea, and White.
 December 9—At office, San Francisco, Commissioners Abbott, Rea, and White.
 December 10—At office, San Francisco, Commissioners Abbott, Rea, and White.
 December 15—At office, San Francisco, Commissioners Rea and White.

EXHIBIT "B."

INCIDENTAL EXPENSES OF THE BOARD OF RAILROAD COMMISSIONERS, FOR THE YEAR ENDING DECEMBER 31, 1886.

To rent of offices, two months, at \$71 50.....	\$143 00	
To rent of offices, ten months, at \$75	750 00	
		\$893 00
To fuel, lights, postage, expressage, subscriptions, stationery, etc.		442 79
To stenographer, six months, at \$100		600 00
To traveling expenses		79 00
Total		\$2,014 79

Attest:

S. H. PARKER,
Secretary of the Board.

December 31, 1887.

EXHIBIT "C."

SOUTHERN PACIFIC COMPANY—PACIFIC SYSTEM AND NORTHERN DIVISION.

STATEMENT SHOWING MILES OF ROAD OPERATED, JANUARY 1 TO DECEMBER 31, 1887.

PACIFIC SYSTEM AND OTHER ROADS IN THE STATE OF CALIFORNIA.

	Miles.	Miles.
<i>Central Pacific Railroad—</i>		
San Francisco to Ogden	279.86	
Niles to San José	17.54	
Lathrop to Goshen	146.08	
Oakland local lines	4.84	
Alameda local lines	12.47	
Roseville to McCloud	226.90	
McCloud to Edgewood	20.00	
Edgewood to Montague	22.00	
Montague to Hornbrook	17.60	
Hornbrook to Cole's	8.80	
Cole's to Oregon State line	1.20	
		757.29
<i>Stockton and Copperopolis Railroad—</i>		
Stockton to Milton	30.00	
Peters to Oakdale	19.00	
		49.00
<i>Amador Branch Railroad—</i>		
Galt to Ione	27.20	
		27.20
<i>Berkeley Branch Railroad—</i>		
Shell Mound to Berrymans	3.84	
		3.84
<i>California Pacific Railroad—</i>		
Vallejo Junction to Vallejo	2.00	
Vallejo to Sacramento	60.39	
Davis to Knights Landing	18.57	
Napa Junction to Calistoga	24.48	
		115.44
<i>Los Angeles and Independence Railroad—</i>		
Los Angeles to Santa Monica	16.83	
		16.83
<i>Los Angeles and San Diego Railroad—</i>		
Florence to Santa Ana	27.60	
		27.60
<i>Northern Railway—</i>		
West Oakland to Delaware Street	4.53	
West Oakland to near Martinez	31.03	
Port Costa to Suisun	17.33	
Woodland to Tehama	100.74	
		153.63
<i>San Pablo and Tulare Railroad—</i>		
Near Martinez to Tracy	46.51	
		46.51
<i>San Joaquin Valley and Yosemite Railroad—</i>		
Berenda to Raymond	21.00	
		21.00
<i>Southern Pacific Branch Railway (South of Goshen)—</i>		
Saugus to Santa Paula	33.90	
Santa Paula to San Buenaventura	16.50	
San Buenaventura to Carpenteria	17.10	
Carpenteria to Santa Barbara	10.30	
		77.80
<i>Southern Pacific Railroad of California (South of Goshen)—</i>		
Huron to West End Colorado River Bridge	528.56	
West End of Bridge to State Line .....	.05	
Los Angeles to San Pedro	24.24	
		552.85
Total Pacific system in California, not including Northern Division and South Pacific Coast Railway		1848.99

NORTHERN DIVISION.

<i>Southern Pacific Railroad of California (North of Goshen)—</i>	
San Francisco to Tres Pinos.....	100.49
Carnadero to San Miguel.....	124.30
	224.79
<i>Southern Pacific Branch Railway (North of Goshen)—</i>	
San Miguel to Templeton.....	14.80
	14.80
<i>San José and Almaden Railroad—</i>	
Hillsdale to Almaden.....	7.80
	7.80
<i>Pajaro and Santa Cruz Railroad—</i>	
Pajaro to Santa Cruz.....	21.20
Aptos to Monte Vista.....	5.00
	26.20
<i>Monterey Railroad—</i>	
Castroville to Monterey.....	15.12
	15.12
Total Northern Division.....	288.71
<i>South Pacific Coast Railway—</i>	
San Francisco to Santa Cruz beach.....	80.60
Alameda Junction to Fourteenth Street, Oakland.....	1.80
Newark to Centerville.....	3.00
Campbells to New Almaden.....	9.60
Felton to Boulder Creek.....	7.30
Junction south Big Trees to Old Felton.....	1.70
	104.00
Total Pacific system in California, including Northern Division and South Pacific Coast Railway.....	2,241.70
<i>Central Pacific Railroad (between San Francisco and Ogden)—</i>	
In the State of Nevada.....	448.73
In the Territory of Utah.....	154.64
	603.37
<i>Southern Pacific Railroad of Arizona—</i>	
State line to East End of Bridge.....	.08
East End of Bridge to Yuma.....	.43
Yuma to New Mexico line.....	383.74
	384.25
<i>Oregon and California Railroad—</i>	
California State line to Siskiyou.....	9.00
	9.00
<i>Southern Pacific Railroad of New Mexico—</i>	
Arizona line to West End Rio Grande Bridge.....	167.22
West End of Bridge to Texas line.....	.08
	167.30
In New Mexico.....	
Texas line to East End of Bridge.....	.15
East End of Bridge to El Paso.....	3.61
	3.76
In Texas.....	
Total Pacific system without the State of California.....	1,167.68
Total Pacific system.....	3,409.38
<i>Atlantic and Pacific Railroad (in the State of California)—</i>	
Mojave to the Needles.....	242.37
	242.37
<i>California Central Railroad (including Los Angeles and San Gabriel Valley Railroad by consolidation)—</i>	
Los Angeles to San Bernardino.....	60.00
Riverside to Santa Ana.....	43.00
Los Angeles to Port Bolona.....	18.00
	121.00
<i>California Southern Railroad—</i>	
National City to Barstow.....	210.61
	210.61
<i>Northern California Railroad—</i>	
Marysville to Oroville.....	26.50
	26.50

<i>Sacramento and Placerville—</i>		
Sacramento to Shingle Springs	47.71	47.71
<i>San Francisco and North Pacific Railroad—</i>		
Donahue to Cloverdale	56.00	
Junction to San Rafael	20.50	
San Rafael to Tiburon	9.00	
Fulton to Guerneville	16.00	101.50
<i>Vaca Valley and Clear Lake Railroad—</i>		
Elmira to Madison	28.55	28.55
<i>Visalia Railroad—</i>		
Visalia to Goshen	7.33	7.33
Total other than included in Southern Pacific system		<u>785.57</u>

NARROW GAUGE RAILROADS.

<i>Carson and Colorado Railroad—</i>		
State line to Keeler, Inyo County	108.00	108.00
<i>Nevada County Narrow Gauge Railroad—</i>		
Colfax to Nevada City	22.64	22.64
<i>North Pacific Coast Railroad—</i>		
Saucelito to Ingrams	80.75	
San Anselmo to San Quentin	5.50	86.25
<i>Pacific Coast Railroad—</i>		
Port Harford to Los Alamos	63.80	63.80
<i>San Joaquin and Sierra Nevada Railroad—</i>		
Brocks to Valley Spring	39.60	39.60
<i>Sonoma Valley Railroad—</i>		
Sonoma Landing to Glen Ellen	21.43	21.43
Total narrow gauge railroads in California, including South Pacific Coast Railway—104 miles—embraced in Southern Pacific Company's report		445.72
Total miles broad gauge railroad in California		<u>2,923.27</u>

EXHIBIT "D."

MILEAGE, TRAFFIC, ETC., AS REPORTED BY RAILROAD COMPANIES FOR THE YEAR 1886.

Southern Pacific Company.

(Including Company Traffic.)

13. Total freight mileage, or tons carried one mile	980,443,574
14. Freight mileage to and from other roads	524,315,508
15. Highest rate of fare per mile for any distance (excluding one mile)...	6 cents.
16. Lowest rate of fare per mile for any distance (single fare):	
Main line	1.66 $\frac{2}{3}$ cents.
Ferry	1.05 cents.
Ferry commutation	0.40 cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	2.32 $\frac{1}{2}$ cents.
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets	2.94 $\frac{1}{2}$ cents.
18. Average rate of fare per mile received from passengers to and from other roads	1.54 cents.
20. Average rate of fare per mile for all passengers	2.05 cents.
21. Highest rate of freight per ton per mile for any distance	15 cents.
22. Lowest rate of freight per ton per mile for any distance	$\frac{19}{100}$ of a cent.

23. Average rate of local freight per ton per mile on roads operated by this company	2.21 cents.
24. Average rate of freight per ton per mile to and from other roads.....	.75 cents.
25. Average rate of freight per ton per mile for all	1.43 cents.
26. Average number of cars in passenger trains (including baggage cars).....	5.24
27. Average number of cars in freight trains—basis of eight-wheel.....	12.32

Mileage traffic, etc., of the following roads included in report of Southern Pacific Company:

Amador Branch Railroad Company.
 Berkeley Branch Railroad Company.
 California Pacific Railroad Company.
 Central Pacific Railroad Company.
 Los Angeles and Independence Railroad Company.
 Los Angeles and San Diego Railroad Company.
 Monterey Railroad Company.
 Northern Railway Company.
 Pajaro and Santa Cruz Railroad Company.
 San José and Alameda Railroad Company.
 San Pablo and Tulare Railroad Company.
 Southern Pacific Railroad Company.
 Southern Pacific Branch Railroad Company.
 Stockton and Copperopolis Railroad Company.

Atlantic and Pacific Railroad Company.

13. Total freight mileage or tons carried one mile.....	116,598,462
In State of California.....	30,430,265
20. Average rate of fare per mile for all passengers.....	1.59 cents.
25. Average rate of freight per ton per mile for all.....	0.76 cents.

California Southern Railroad Company.

13. Total freight mileage or tons carried one mile.....	12,230,612
14. Freight mileage to and from other roads.....	6,100,998
15. Highest rate of fare per mile for any distance (excluding one mile)...	6 cents.
16. Lowest rate of fare per mile for any distance (single fare).....	3 cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company.....	4.1 cents.
18. Average rate of fare per mile received from passengers to and from other roads.....	3.28 cents.
20. Average rate of fare per mile for all passengers.....	3.78 cents.
21. Highest rate of freight per ton per mile for any distance.....	15 cents.
22. Lowest rate of freight per ton per mile for any distance.....	1 cent.
23. Average rate of local freight per ton per mile on roads operated by this company.....	3.38 cents.
24. Average rate of freight per ton per mile to and from other roads.....	2.45 cents.
25. Average rate of freight per ton per mile for all.....	2.92 cents.
Average rate of freight per ton per mile, products of this State....	4.51 cents.
Average rate of freight per ton per mile, products of other States..	1.74 cents.
26. Average number of cars in passenger trains (including baggage cars)...	4
27. Average number of cars in freight trains—basis of eight-wheel.....	8

Northern California Railroad Company.

15. Highest rate of fare per mile for any distance (excluding one mile)...	7.54 cents.
16. Lowest rate of fare per mile for any distance (single fare).....	5.55 cents.
21. Highest rate of freight per ton per mile for any distance.....	11.32 cents.
22. Lowest rate of freight per ton per mile for any distance.....	2.64 cents.

Vaca Valley and Clear Lake Railroad Company.

17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company.....	5 cents.
20. Average rate of fare per mile for all passengers.....	5 cents.
21. Highest rate of freight per ton per mile for any distance.....	7 cents.
22. Lowest rate of freight per ton per mile for any distance.....	4½ cents.
23. Average rate of local freight per ton per mile on roads operated by this company.....	6 cents.

Visalia Railroad Company.

15. Highest rate of fare per mile for any distance (excluding one mile)...	7 cents.
16. Lowest rate of fare per mile for any distance (single fare).....	7 cents.
21. Highest rate of freight per ton per mile for any distance.....	68 $\frac{2}{3}$ cents.
22. Lowest rate of freight per ton per mile for any distance.....	2 cents.
23. Average rate of local freight per ton per mile on roads operated by this company.....	41 cents.

Nevada County Narrow-Gauge Railroad Company.

13. Total freight mileage, or tons of freight carried one mile.....	459,760
15. Highest rate of fare per mile for any distance (excluding one mile)...	10 cents.
16. Lowest rate of fare per mile for any distance (single fare).....	5 $\frac{1}{2}$ cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company.....	5 $\frac{5}{8}$ cents.
18. Average rate of fare per mile received from passengers to and from other roads.....	10 cents.
20. Average rate of fare per mile for all passengers.....	8.14 cents.
21. Highest rate of freight per ton per mile for any distance (under seven miles).....	25 cents.
22. Lowest rate of freight per ton per mile for any distance.....	3 $\frac{3}{4}$ cents.
23. Average rate of local freight per ton per mile on roads operated by this company.....	16.89 cents.
26. Average number of cars in passenger trains (including baggage cars).....	2.13
27. Average number of cars in freight trains—basis of eight-wheel.....	2.88

North Pacific Coast Railroad Company (N. G.).

13. Total freight mileage, or tons carried one mile.....	3,421,377
15. Highest rate of fare per mile for any distance (excluding one mile)...	8.56 cents.
16. Lowest rate of fare per mile for any distance (single fare).....	2 $\frac{1}{2}$ cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company.....	1.97 cents.
19. Average rate per mile for season ticket passengers, reckoning one round trip per day to each ticket.....	.52 cents.
20. Average rate of fare per mile for all passengers.....	1 $\frac{1}{10}$ cents.
21. Highest rate of freight per ton per mile for any distance.....	46 $\frac{3}{4}$ cents.
22. Lowest rate of freight per ton per mile for any distance.....	2.08 cents.
23. Average rate of local freight per ton per mile on roads operated by this company.....	4.301 cents.
25. Average rate of freight per ton per mile for all.....	4.301 cents.
26. Average number of cars in passenger trains (including baggage cars).....	4
27. Average number of cars in freight trains—basis of eight-wheel.....	20

Pacific Coast Railway Company (N. G.).

13. Total freight mileage, or tons carried one mile.....	1,514,510 $\frac{3}{10}$
20. Average rate of freight per mile for all passengers.....	5.37 cents.
25. Average rate of freight per ton per mile for all.....	6.71 cents.

San Joaquin and Sierra Nevada Railroad Company (N. G.).

15. Highest rate of fare per mile for any distance (excluding one mile)...	8 $\frac{3}{4}$ cents.
16. Lowest rate of fare per mile for any distance (single fare).....	4 cents.
21. Highest rate of freight per ton per mile for any distance.....	15 cents.
22. Lowest rate of freight per ton per mile for any distance.....	3 $\frac{1}{8}$ cents.

South Pacific Coast Railroad Company (N. G.).

13. Total freight mileage, or tons carried one mile.....	9,054,080
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company.....	2.14 cents.
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets.....	2.22
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket.....	.61 cents.
20. Average rate of fare per mile for all passengers.....	1.63 cents.
23. Average rate of local freight per ton per mile, on roads operated by this company.....	4.56 cents.

The following named railroad companies, in their report for the year 1886, have not given statistics for mileage traffic, etc., as required on page 31 of blank reports furnished by this Commission:

*Carson and Colorado Railroad Company, Third Division (N. G.).**Los Angeles and San Gabriel Valley Railroad Company.**Sacramento and Placerville Railroad Company.*

26. Average number of cars in passenger trains (including baggage cars).	3
27. Average number of cars in freight trains, basis of eight-wheel	10

San Francisco and North Pacific Railroad Company.

26. Average number of cars in passenger trains (including baggage cars).	4
27. Average number of cars in freight trains, basis of eight-wheel	20

Sonoma Valley Railroad Company (N. G.)

26. Average number of cars in passenger trains (including baggage cars).	3
27. Average number of cars in freight trains, basis of eight-wheel	8

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF CALIFORNIA.

In accordance with Section 2 of the Act approved April 15, 1880, Chapter 59, Statutes of California, a requisition for twelve hundred printed copies of the foregoing report, including the appendix, which has been adopted and approved as the report of said Commission for the year 1887, is hereby made on the Superintendent of Public Printing. The pages in the foregoing report and appendix to be numbered consecutively, and followed by full annual returns of railroad companies, as heretofore ordered and now in press.

P. J. WHITE,
President of Railroad Commission.

Dated December 31, 1887.

Attest:

[Seal.] S. H. PARKER,
Secretary of the Board.



THE BLANK FORM OF REPORT

FURNISHED TO EACH

Railroad Company in the State by the Commissioners.

THE BLANK FORM OF REPORT FURNISHED.

NOTE.—The following blank form of Annual Report was furnished by the Railroad Commissioners to each railroad company in the State, for the year ending December 31, 1886.

[Title Page.]

Annual Report of the.....Rail.....Company, to the Board of Railroad Commissioners
of the State of California, for the year ending December 31, 1886.

[Fly-Leaf.]

GENERAL INSTRUCTIONS.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO,.....1886. }

To the.....Rail.....Company:

Blanks are herewith furnished for the annual reports to be made by you to this office for the year ending December 31, 1886.

These reports are to be completed and forwarded to the Board of Railroad Commissioners, at 320 Sansome Street, San Francisco.

The facts and statistics deduced from the questions proposed are to be tabulated and incorporated into the *printed* report of the Commissioners.

Explanations, when required, will be promptly given by letter, or, if necessary, in person, and it is earnestly requested that you commence forthwith the preparation of your reports, so that all correspondence necessary to the understanding of the questions proposed should be completed before making the returns to this office.

If answers to any of these questions proposed cannot conveniently be inserted in the blank spaces left in the tables, they may be set forth in separate sheets appended.

Please acknowledge receipt.

By order of the Board of Railroad Commissioners.

.....Secretary.

[Page 1.]

.....Rail.....Company.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

BUSINESS ADDRESS OF THE COMPANY.

The.....Rail.....Company was incorporated....., 18., and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

1		2		3	
Names of Railroad Companies.....	Dates of Incorporation.....	Names of Railroad Companies.....	Dates of Incorporation.....	Names of Railroad Companies.....	Dates of Incorporation.....
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----

NOTE.—In column 1, place the companies consolidated into the present company; and in each succeeding column, the companies consolidated into those named in the preceding column.

[Page 2.]

----- Rail. Company.

CAPITAL STOCK.

1. Capital stock authorized by charter*	-----	\$	-----
2. Capital stock authorized by votes of company	-----	\$	-----
3. Capital stock issued [number of shares.]; amount paid in	-----		-----
4. Capital stock paid in on shares not issued [number of shares.]	-----		-----
5. Total amount paid in, as per books of the company	-----		-----
6. Amount of capital stock issued but not full paid	-----		-----
7. Amount per share still due thereon	-----		-----
8. Par value of shares issued	-----		-----
9. Total number of stockholders	----- [-----]		-----
10. Number of stockholders in California	----- [-----]		-----
11. Amount of stock held in California	-----		-----
DEBT.			
12. Funded debt as follows:			
Bonds	-----		-----
Interest paid on same during year	----- [-----]		-----
Certificates of indebtedness	-----		-----
Interest paid on same during year	----- [-----]		-----
13. Total amount of funded debt †	-----	\$	-----
14. Unfunded debt:			
Incurred for construction, equipment, or purchase of property	-----	\$	-----
All other debts, current credit balances, etc.	-----		-----
15. Total amount of unfunded debt	-----		-----
16. Total gross debt liabilities	-----	\$	-----
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets	-----	\$	-----
Cash on hand	-----		-----
Materials and supplies on hand	-----		-----
Sinking funds	-----		-----
Other securities and debt balances	-----		-----
18. Total net debt liabilities	-----	\$	-----

* By original articles of incorporation. † For details, see pages 36, 37, and 38.

[Page 3.]

----- Rail. Company.

19. Amount of bonds or stocks of other companies guaranteed, principal or interest, on which interest is paid by this company, giving name of each	-----	\$	-----
-----	-----		-----
-----	-----		-----
20. Amount of claims against the company which for any reason have not been entered upon the books	-----	\$	-----
-----	-----		-----
-----	-----		-----
-----	-----	\$	-----

[Page 4.]

..... Rail Company.

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

	To December 31, 1886.	
1. Grading and masonry	\$.....
2. Bridging
3. Superstructure, including rails
4. Land
Land damages
Fences
5. Passengers and freight stations
6. Engine houses, car sheds, and turntables
7. Machine shops, including machinery and tools
8. Interest
9. Engineering
Agencies, salaries, and other expenses during construction
10. Branch, [original cost, \$.....;] purchased for
..... Branch, [original cost, \$.....;] purchased for
11. Total cost of construction	\$.....

Equipment.

	Number.....	To December 31, 1886.	
		Cost.	
12. Locomotives	\$.....
13. Snow plows on wheels
14. Parlor cars
15. Sleeping cars
16. Passenger cars
Mail cars
Baggage cars
17. Freight cars
Other cars
18. Total for equipment	\$.....

[Page 5.]

----- Rail ----- Company.

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. Lands.

Give a description of the land, and in what town or city and county located. If not used in business of road, so state.

	To December 31, 1886.
	\$.

20. Stock of other roads.

Specifying Each.	To December 31, 1886.			
	Number of Shares.	Price Paid.		
		Per Share.	Total.	
		\$.	\$.	

21. Bonds of other roads.

Specifying Each.	To December 31, 1886.			
	Nominal Amount.		Price Paid.	
	\$.		\$.	

[Page 6]

..... Rail..... Company.

PROPERTY PURCHASED, ETC.—Continued.

22. Other Securities.

Specify Each.	To December 31, 1886.			
	Nominal Amount.		Price Paid.	
.....	\$.....	\$.....
.....

23. Steamboat Property.

Specify Each.	To December 31, 1886.			
	Nominal Amount.		Price Paid.	
.....	\$.....	\$.....
.....

[Page 7.]

..... Rail..... Company.

PROPERTY PURCHASED, ETC.—Continued.

24. Investments in transportation lines.

Specify Each.	To December 31, 1886.			
	Nominal Amount.		Price Paid.	
.....	\$.....	\$.....
.....

25. Other property purchased.

Specify Each.	To December 31, 1886.			
.....	\$.....	\$.....
.....

26. Total for property purchased, etc.....	\$.....	.....
27. Whole amount of permanent investments.....	.....	.....
28. Property in California.....	.....	.....
29. Amount of supplies and materials on hand.....	.....	.....
30. Cash and cash assets.....	.....	.....
31. Total property and assets of the company.....	.....	.....

[Page 8.]

----- Rail.----- Company.

32. SINKING AND CONTINGENT FUNDS.

Showing amount of same and their purpose.

Applicable to Redemption of what Bonds.		Terms and Conditions of Funds.	Total to December 31, 1886.			Received during year.	Applied during year.	On hand Dec. 31, 1886.
Character.	Series.		Invested.	Applied.	On hand.			
-----	-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----	-----

[Page 9.]

----- Rail.----- Company.

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	-----	\$.	-----
2. Bridging	-----	-----	-----
3. Superstructure, including rails	-----	-----	-----
4. Land	-----	-----	-----
Land damages	-----	-----	-----
Fences	-----	-----	-----
5. Passenger and freight stations	-----	-----	-----
Woodsheds and water stations	-----	-----	-----
6. Engine houses, car sheds, and turntables	-----	-----	-----
7. Machine shops	-----	-----	-----
8. Engineering, agencies, salaries, and other expenses during construction	-----	-----	-----
9. Locomotives	[No.-----]	-----	-----
10. Snow plows on wheels	[No.-----]	-----	-----
11. Parlor cars	[No.-----]	-----	-----
12. Sleeping cars	[No.-----]	-----	-----
13. Passenger, mail, and baggage cars	[No.-----]	-----	-----
14. Freight and other cars	[No.-----]	-----	-----
15. Purchase of other roads, specifying what	-----	-----	-----

[Page 10.]

----- Rail.----- Company.

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR—Continued.

Amount brought forward from page 9	-----	\$.	-----
16. Subscriptions or loans to other roads, specifying same	-----	-----	-----
17. Any other expenditures charged to property account, specifying same	-----	-----	-----
18. Total	-----	\$.	-----
19. Property sold and credited to property account during the year, specifying same	-----	-----	-----
20. Net addition to property account for the year	-----	\$.	-----

[Page 11.]

----- Rail ----- Company.

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	\$	-----
2. Derived from passengers from and to other roads, over roads operated by this company	-----	-----
3. Derived from other roads as tolls for use of passenger cars	-----	-----
4. Derived from other sources belonging to passenger department	-----	-----
5. Derived from express and extra baggage	-----	-----
6. Derived from mails	-----	-----
7. Total earnings from passenger department	\$	=====
8. Derived from local freight on roads operated by this company	\$	-----
9. Derived from other roads as tolls or for use of freight cars	-----	-----
10. Derived from freight from and to other roads on joint tariff	-----	-----
11. Derived from other sources belonging to freight department	-----	-----
12. Total earnings from freight department	\$	=====
13. Derived from rents for use of road and equipments when leased	\$	-----
-----	-----	-----
14. Total transportation earnings	\$	=====
15. Earnings per mile of road operated	\$	-----
16. Earnings per train mile (total passenger and freight)	-----	-----
-----	\$	-----

[Page 12.]

----- Rail ----- Company.

REVENUE FOR THE YEAR—Continued.

Amount brought forward from page 11	\$	-----
17. Income derived from rent of property, other than road and equipment, specifying same	-----	-----
-----	-----	-----
18. Income derived from all other sources (including accretions from sinking funds, investments in stocks, bonds, steamboat property, transportation lines, etc.), specifying same	-----	-----
-----	-----	-----
19. Total income derived from all sources	\$	-----

[Page 13.]

Rail.....Company.

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes—State and local.....	\$.....	
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV.....		
3. Insurance premiums and losses by fire, and damages for fires set by engines.....		
4. Telegraph expenses.....		
5. Total.....	\$.....	
6. Proportion belonging to passenger department *.....	\$.....	
7. Proportion belonging to freight department *.....		

* NOTE BY COMMISSIONERS.—Computed on *gross receipts* from passenger and freight departments. If computed on different basis, state accordingly.

[Page 14.]

Rail.....Company.

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR—Continued.

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties).....	\$.....	
2. Iron rails laid, deducting old rails taken up. (Number of miles.....; weight per yard.....)		
Number of miles.....; weight per yard.....		
Number of miles.....; weight per yard.....		
3. Steel rails laid, deducting old rails taken up. (Number of miles.....; weight per yard.....)		
Number of miles.....; weight per yard.....		
Number of miles.....; weight per yard.....		
4. New ties. (Number.....) cost.....		
5. Repairs of bridges.....		
6. Repairs of buildings and fixtures (stations and turntables).....		
7. Repairs of and additions to machine shops and machinery.....		
8. Repairs of fences, road crossings, and signs.....		
9. Removing ice and snow.....		
10. Repairs of locomotives.....		
11. New locomotives, charged to operating expenses.....		
12. Repairs of snow plows.....		
13. New snow plows, charged to operating expenses.....		
14. Fuel for engines and cars: Number of cords of wood.....; cost.....		
Number of tons of coal.....; cost.....		
15. Water and water stations.....		
16. Fuel for stations and shops.....		
17. Oil and waste.....		
18. Switchmen, watchmen, flag and signalmen.....		
19. Total.....	\$.....	
20. Proportion of same to passenger department *.....	\$.....	
21. Proportion of same to freight department *.....		
22. Of the above there was expended for other than <i>ordinary</i> repairs.....		

* NOTE BY COMMISSIONERS.—Computed on *gross receipts* from passenger and freight departments. If computed on different basis, state accordingly.

[Page 15.]

.....Rail.....Company.

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR—Continued.

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars .....	\$.....	.....
2. New passenger, mail, and baggage cars, charged to operating expenses .....	.....	.....
3. Damages and gratuities, passengers .....	.....	.....
4. Salaries, wages, and incidentals of passenger trains .....	.....	.....
Salaries, wages, and incidentals of ferries .....	.....	.....
5. Salaries, wages, and incidentals of passenger stations .....	.....	.....
6. Amount paid other corporations or individuals not operating roads, for use of passenger cars and repairs of same .....	.....	.....
7. Amount paid other roads for balance of mileage of passenger cars .....	.....	.....
8. <i>Total</i> .....	\$.....	.....

[Page 16.]

.....Rail.....Company.

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR—Concluded.

Class IV—Freight traffic expenses.

1. Repairs of freight cars .....	\$.....	.....
Repairs of dump and work cars .....	.....	.....
2. New freight cars, charged to operating expenses .....	.....	.....
3. Damages and gratuities, freight .....	.....	.....
4. Salaries, wages, and incidentals of freight trains .....	.....	.....
Salaries, wages, and incidentals of ferries .....	.....	.....
5. Salaries, wages, and incidentals of freight stations .....	.....	.....
6. Paid corporations or individuals not operating road, for use of freight cars .....	.....	.....
7. Amount paid other roads for balance of mileage of freight cars .....	.....	.....
8. <i>Total</i> .....	\$.....	.....
9. Total expenses of operating the road embraced in Classes I, II, III, and IV .....	\$.....	.....
10. Per train mile (total passenger and freight) .....	.....	.....
11. Percentage of expenses to total transportation earnings .....	.....	.....
12. Amount paid other companies as rent for use of road (specifying each company, the amount and basis on which rent is computed) .....	.....	.....
13. <i>Total expenses</i> .....	\$.....	.....

[Page 17.]

-----Rail-----Company.

NET INCOME, DIVIDENDS, ETC.

1. Total net income.....	\$.....	
2. Percentage of same to capital stock and net debt.....		
3. Percentage of same to total property and assets.....		
4. Interest accrued during the year:		
On funded debt.....	\$.....	
On other debt.....		
Total.....		
5. Dividends declared (..... per cent) for the year. Amount.....		
6. Date of last dividend declared.....		
7. Balance for the year, or surplus (or deficit).....		
8. Surplus (or deficit) at commencement of the year.....		
Deduct or add entries made in profit and loss account during the year, not included in the foregoing statement.....		
9. Surplus (or deficit) at commencement of the year, as changed by afore- said entries.....		
10. Total surplus (or deficit) December 31, 1886.....		
11. Paid to sinking funds, in hands of Trustees.....		

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from Passenger Department, as per "Revenue for the Year," No. 7.....	\$.....	
2. Per passenger train mile.....		
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6.....		
4. Expenses, proportion of "Maintenance of Way and Buildings, and Move- ment Expenses," as per Class II, No. 20.....		
5. Expenses, "Passenger Traffic," as per Class III, No. 8.....		
6. Total expenses.....		
7. Per passenger train mile.....		
8. Net earnings.....		
9. Per passenger train mile.....		

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from Freight Department, as per "Revenue for the Year," No. 12.....	\$.....	
2. Per freight train mile.....		
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7.....		
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Move- ment Expenses," as per Class II, No. 21.....		
5. Expenses, "Freight Traffic," as per Class IV, No. 8.....		
6. Total expenses.....		
7. Per freight train mile.....		
8. Net earnings.....		
9. Per freight train mile.....		

[Page 18.]

-----Rail-----Company.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1886.

	December 31, 1886.	
DEBITS.		
Cost of road.....	\$.....	
Cost of equipment.....	
Other investments.....	
Supplies and materials on hand.....	
Sinking funds in hands of Trustees.....	
Cash, cash assets, and other items (specifying same).....	
Profit and loss (loss, if any).....	
<i>Total</i>	\$.....	
CREDITS.		
Capital stock.....	\$.....	
Funded debt.....	
Other debts (specifying same).....	
Profit and loss (profit, if any).....	
<i>Total</i>	\$.....	

[Page 19.]

-----Rail-----Company.

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1886.

	Debits.		Credits.	
.....	\$.....		\$.....	
.....	
.....	

[Pages 20-23.]

-----Rail-----Company.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From.....to.....
From.....to.....

[Page 24.]

Rail.....Company.

DESCRIPTION OF ROAD—Continued.

2.	Length of main line of road from.....to.....	
	Length of main line in California.....	
	Length of main line in other States.....	
3.	Length of line with track laid, if road is not completed.....	
4.	Length of double track on main line.....	
5.	Branches owned by the company.....	
	(Names and description of; single or double track).....	
6.	Total length of branches owned by the company.....	
7.	Total length of branches owned by the company in California.....	
8.	Total length of branches owned by the company in other States.....	
9.	Length of double track on branches.....	
10.	Total length of road belonging to this company.....	
11.	Aggregate length of siding and other tracks not enumerated above.....	
12.	Same in California.....	
13.	Aggregate length of track belonging to this company computed as single track.....	
14.	Same in California.....	
15.	Total length of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard.....).	
16.	Number of spans of bridges of twenty-five feet and upwards, in California.....	
	Number of spans of bridges of twenty-five feet and upwards, outside State.....	
17.	Number of iron bridges (aggregate length,.....feet,) in California.....	
	Number of iron bridges (aggregate length,.....feet,) outside State.....	
18.	Number of wooden bridges (aggregate length,.....feet,) in California.....	
	Number of wooden bridges (aggregate length,.....feet,) outside State.....	

Rail.....Company.

Bridges built within the year in California.

Location.	Kind.	Material.	Length.	When Built.
Miles of embankment replaced by bridges or trestlework, during year, in California.....				
Miles of embankment replaced by bridges or trestlework, during year, outside State.....				
19. Number of crossings of highways at grade, in California.....				
Number of crossings of highways at grade, outside State.....				
20. Number of crossings of highways over railroad, in California.....				
Number of crossings of highways over railroad, outside State.....				
21. Number of crossings of highways under railroad, in California.....				
Number of crossings of highways under railroad, outside State.....				
22. Number of highway bridges eighteen feet above track, in California.....				
Number of highway bridges eighteen feet above track, outside State.....				
23. Number of highway bridges less than eighteen feet above track, in California.....				
Number of highway bridges less than eighteen feet above track, outside State.....				
24. Number of highway crossings at which gates or flagmen are maintained, in California.....				
Number of highway crossings at which gates or flagmen are maintained, outside State.....				
25. Number of highway crossings at which electric signals are maintained, in California.....				
Number of highway crossings at which electric signals are maintained, outside State.....				
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....				
Number of highway crossings at which there are neither electric signals, gates, nor flagmen, outside State.....				

[Page 26.]

-----Rail-----Company.

DESCRIPTION OF ROAD—Continued.

27. Number of railroad crossings at grade.....	-----
28. Number of railroad crossings over other roads (specifying same).....	-----
29. Number of railroad crossings under other railroads (specifying each).....	-----

[Page 27.]

-----Rail-----Company.

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

30. Names, description, and length of each.

Name of Company.	Termini.		Length (Miles).	Dates of Lease.		Amount of Rental.
	From.	To.		From.	To.	
-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----

[Page 28.]

-----Rail-----Company.

ROADS BELONGING TO OTHER COMPANIES, ETC.—Continued.

31. Total length of above roads.....	-----
32. Total length of above roads in California.....	-----
33. Total length of above roads in other States (specifying each).....	-----
34. Total miles of road operated by this company.....	-----
35. Total miles of road operated by this company in California.....	-----
36. Number of stations on all roads operated by this company.....	-----
37. Number of stations on all roads owned by this company.....	-----
38. Same in California.....	-----
39. Miles of telegraph on line of road operated by this company.....	-----
40. Miles of telegraph owned by this company.....	-----
41. Number of telegraph offices in company stations.....	-----
42. Number of telegraph stations operated by this company.....	-----
43. Number of telegraph stations operated jointly by railroad and telegraph companies.....	-----

Rail.....Company.

ROLLING STOCK.

	Number.	Average Weight.	Market value.	
1. Locomotives			\$.	
Average weight of engines in working order				
Maximum weight of engines in working order				
2. Tenders				
Average weight of tenders full of fuel and water				
Maximum weight of tenders full of fuel and water				
Average joint weight of engines and tenders				
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender				
4. Total length of heaviest engine and tender over all				
5. Snow plows				
6. Passenger cars				
Average weight				
Maximum weight				
7. Mail and baggage cars				
8. Eight-wheel box freight cars				
9. Four-wheel box freight cars				
10. Eight-wheel platform cars				
11. Four-wheel platform cars				
12. Other cars				
Coal and gravel				
13. Total market value			\$.	
14. Total number of freight cars, including coal, etc., on a basis of eight wheels				
15. Number of locomotives equipped with train brakes				
(Kind of brake				
16. Number of cars equipped with train brakes				
(Kind of brake				
17. Number of passenger cars with Miller platform and buffer				

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..... Rail Company.

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	
2. Rate of speed of express passenger trains, including stops	
3. Rate of speed of accommodation trains, including stops	
4. Miles run by freight trains	
5. Rate of speed of express freight trains, including stops	
6. Rate of speed of accommodation freight trains, including stops	
7. Miles run by other trains, and for what purpose	
8. Total train miles run	
9. Total number of passengers carried	
Number of through passengers going east (or north)	
Number of through passengers going west (or south)	
Number of local passengers going east (or north)	
Number of local passengers going west (or south)	
10. Total passenger mileage, or passengers carried one mile	
11. Passenger mileage to and from other roads	
Average number of miles traveled by each local passenger	
Average number of miles traveled by each through passenger	
Average number of miles traveled by each passenger, through and local	
12. Number of tons freight carried (not including gravel)	
Number of tons freight from other States, carried	
Number of tons freight in this State, carried	
Number of tons freight produced in this State, carried	
Number of tons of each class of freight produced in this State, carried	

[Page 31.]

..... Rail Company.

MILEAGE, TRAFFIC, ETC.—Continued.

13. Total freight mileage, or tons carried one mile	
14. Freight mileage to and from other roads	
15. Highest rate of fare per mile for any distance (excluding one mile)	
16. Lowest rate of fare per mile for any distance (single fare)	
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets	
18. Average rate of fare per mile received from passengers to and from other roads	
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket	
20. Average rate of fare per mile for all passengers	
21. Highest rate of freight per ton per mile for any distance	
22. Lowest rate of freight per ton per mile for any distance	
23. Average rate of local freight per ton per mile on roads operated by this company	
24. Average rate of freight per ton per mile to and from other roads	
25. Average rate of freight per ton per mile for all	
Average rate of freight per ton per mile, products of this State	
Average rate of freight per ton per mile, products of other States	
26. Average number of cars in passenger trains (including baggage cars)	
27. Average number of cars in freight trains—basis of eight wheel	

[Page 32.]

.....Rail.....Company.

MILEAGE, TRAFFIC, ETC.—Concluded.

28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers).....	
29. Average weight of freight trains, including locomotive and tender, in working order (exclusive of freight).....	
30. Number of persons regularly employed by company, including officers.....	
Average monthly pay of employes, other than officers.....	
Average monthly pay of engine drivers.....	
Average monthly pay of passenger conductors.....	
Average monthly pay of freight conductors.....	
Average monthly pay of baggage masters.....	
Average monthly pay of brakemen, flagmen, and switchmen.....	
Average monthly pay of section men.....	
Average monthly pay of mechanics in shops.....	
Average monthly pay of laborers.....	

RELATING TO PASSENGERS.

1. Total season ticket passengers (round trip).....	
2. Passengers to San Francisco (including season).....	
3. Passengers from San Francisco (including season).....	
4. Season ticket passengers to and from San Francisco (one round trip daily).....	

LIST OF ACCIDENTS IN CALIFORNIA.

	From causes beyond their own control— in California.		From their own misconduct or carelessness— in California.		Total—in California.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....								
Employes.....								
Others.....								
Totals.....								

[Page 33.]

-----*Rail*-----*Company*.

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

[Page 34.]

-----*Rail*-----*Company*.

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

[Page 35.]

-----*Rail*-----*Company*.

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

Bonds whereof Principal is Payable by Company—Interest by State or other Parties.

Character of.	Date When.		Amount.	Interest.		
	Issued.	Due.		Rate.	Accrued.	By Whom Payable.
			\$		\$	

[Page 43.]

Rail.....Company.

TABLE F. SALES OF LANDS GRANTED BY UNITED STATES GOVERNMENT.

Total Sales and Accrued Interest, in Currency and Coin.

	Acres Sold.	Average Price.....	Amount.		
			Principal.	Interest Accrued.	Total.
Lands.....		\$	\$	\$	\$
Timber and stumpage.....		\$	\$	\$	\$
Total to December 31, 1886.....		\$	\$	\$	\$
During the year.....		\$	\$	\$	\$

Amounts Paid and Due on Sales above Stated—Currency and Coin.

	Amount Due.			Amount Paid.		
	Principal.	Accrued Interest.	Total.	Principal.	Interest.	Total.
To December 31, 1886.....	\$	\$	\$	\$	\$	\$
During year.....	\$	\$	\$	\$	\$	\$

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-----Rail-----Company.

TABLE F—Continued.

Net Cash Receipts in Coin, Deducting Discount on Currency and Expenses.

	Received in Currency--	Discount on same-----	Coin.					
			Currency Reduced to Coin.	Coin.	Less Expenses.	Net Coin Receipts.		
To December 31, 1886.....	\$-----	\$-----	\$-----	\$-----	\$-----	\$-----		
During year.....	\$-----	\$-----	\$-----	\$-----	\$-----	\$-----		

Application of Amount placed in hands of Trustees for Redemption of Bonds (to be stated in Coin).

	Bonds Redeemed.			Total Receipts by Trust- ees-----	Balance on hand-----	Discount or Premium on Bonds Redeemed.
	Number.	Amount.	Cost.			
To December 31, 1886.....	-----	\$-----	\$-----	\$-----	\$-----	\$-----
During year.....	-----	-----	-----	-----	-----	-----
Total	-----	\$-----	\$-----	b c	\$-----	\$-----
Cash from sales not placed in hands of Trustees.....	-----	-----	-----	-----	-----	-----
Total net receipts as above stated (a)=(b+c).....	-----	-----	-----	\$-----	-----	-----

Patents received to December 31, 1886—number of acres ----- [-----]
 Number of purchasers to December 31, 1886. ----- [-----]
 Average number of acres sold to each ----- [-----]

[Page 45.]

-----Rail-----Company.

STATE OF CALIFORNIA, }
 County of----- } ss.

-----, President of the ----- Company, and ----- of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing ----- sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1886.

Subscribed and sworn to before me this ----- day of -----, 188....

REPORTS

OF

Railroad Companies for the Year 1886.

REPORTS OF RAILROAD COMPANIES

TO THE BOARD OF RAILROAD COMMISSIONERS, FOR YEAR ENDING
DECEMBER 31, 1886.

NOTE.—In the reports of the several companies herein contained, all inquiries in the blank form of report which were left unanswered by the companies respectively have been omitted, both for economy of space and greater clearness.

AMADOR BRANCH RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President.....	San Francisco.
Charles Crocker, Vice-President.....	New York.
Timothy Hopkins, Treasurer.....	San Francisco.
W. V. Huntington, Secretary.....	San Francisco.
Charles F. Crocker.....	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner of Fourth and Townsend Streets..... San Francisco.

The Amador Branch Railroad Company was incorporated July 3, 1875.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$675,000 00
2. Capital stock authorized by votes of company.....	675,000 00
3. Capital stock issued [number of shares, 6,750]; amount paid in.....	675,000 00
5. Total amount paid in, as per books of the company.....	675,000 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	12
10. Number of stockholders in California.....	11
11. Amount of stock held in California.....	666,800 00

DEBT.

12. Funded debt as follows:	
Bonds.....	\$675,000 00
Interest paid on same during year.....	\$40,500
13. Total amount of funded debt.....	\$675,000 00
14. Unfunded debt:	
All other debts, current credit balances, etc.....	20,250 00
16. Total gross debt liabilities.....	\$695,250 00
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Other securities and debt balances.....	26,889 50
18. Total net debt liabilities.....	\$668,360 50

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

11. Total cost of construction.....	\$11,362,124 39
-------------------------------------	-----------------

Equipment.

(Equipment furnished by lessees.)

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

26. Total for property purchased, etc.....	\$1,362,124 39
30. Cash and cash assets.....	26,889 50
31. Total property and assets of the company.....	\$1,389,013 89

REVENUE FOR THE YEAR.

13. Derived from rents for use of road and equipment when leased.....	\$48,000 00
Less general expenses.....	10 35
14. Total transportation earnings.....	\$47,989 65
19. Total income derived from all sources.....	\$47,989 65

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

(See lessee's report.)

NET INCOME, DIVIDENDS, ETC.

1. Total net income.....	\$47,989 65
2. Percentage of same to capital stock and net debt.....	3 $\frac{5}{100}$
3. Percentage of same to total property and assets.....	3 $\frac{5}{100}$
4. Interest accrued during the year:	
On funded debt.....	40,500 00
7. Balance for the year, surplus.....	7,489 65
8. Surplus at commencement of the year.....	\$11,274 24
9. Surplus at commencement of the year, as changed by aforesaid entries.....	11,274 24
10. Total surplus December 31, 1886.....	18,763 89

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(See lessee's report.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(See lessee's report.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1886.

<i>Debits.</i>	
Cost of road.....	\$1,362,124 39
Cash, cash assets, and other items (specifying same).....	26,889 50
Total.....	\$1,389,013 89
<i>Credits.</i>	
Capital stock.....	\$675,000 00
Funded debt.....	675,000 00
Other debts (specifying same).....	20,250 00
Profit and loss (profit, if any).....	18,763 89
Total.....	\$1,389,013 89

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1886.

	Debits.	Credits.
Rental.....		\$48,000 00
General expenses.....	\$10 35	
Coupon interest.....	40,500 00	
Balance.....	7,489 65	
Totals.....	\$48,000 00	\$48,000 00
Profit.....		7,489 65

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	December 4, 1870.
From Galt to Ione.....	
2. Length of main line of road from Galt to Ione.....	27,2000
Length of main line in California.....	27,2000
10. Total length of road belonging to this company.....	27,2000
11. Aggregate length of siding and other tracks not enumerated above..	2,7447
12. Same in California.....	2,7447
13. Aggregate length of track belonging to this company computed as single track.....	29,9447
14. Same in California.....	29,9447
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard.....). All iron; 44 tons per mile of rail.	
16. Number of spans of bridges of twenty-five feet and upwards, in California.....	3
18. Number of wooden bridges (aggregate length, 2,063 feet), in California.....	42
19. Number of crossings of highways at grade, in California.....	17
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	17

ROLLING STOCK.

(See lessee's report.)

MILEAGE, TRAFFIC, ETC.

(See lessee's report.)

RELATING TO PASSENGERS.

(See lessee's report.)

LIST OF ACCIDENTS IN CALIFORNIA.

(See lessee's report.)

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.....	Date.....	Due.....	In what Money Payable.		Interest.		Authorized amount.
			Interest.....	Principal.....	Rate.....	Payable.....	
1st mortg'e.	Jan. 1, 1887.	Jan. 1, 1907.	Gold.	.....	6	July and Jan.	\$675,000.
Total Issued to December 31, 1886.		Accrued Interest during Year.		Amount of Bonds Outstanding December 31, 1886.			
\$675,000.		\$40,500.		\$675,000.			

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

LENGTH OF TRACK DECEMBER 31, 1886.										
State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Single.		Length of Roadway— Single and Double Track.			Reduced to Single Track.		
								Track.		Sidings.		Track and Sidings.
Main Line and Branches.	From.	To.	Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron.	Steel.	Iron and Steel.
Main line within State	Galt	Ione	27,2000	27,2000	27,2000	27,2000	27,2000	27,2000	27,2000	29,9447
Total on whole road, December 31, 1886			27,2000	27,2000	27,2000	27,2000	27,2000	27,2000	27,2000	29,9447
December 31, 1886.										
The length of rail is double the length of single track, columns (b) and (c) above.										
			Within State.				Total.			
			Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).
Length of iron rail			59.8894	44.0000	2,635.1336	59.8894	44.0000	2,635.1336	59.8894	44.0000
										2,635.1336

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Leland Stanford, President of the Amador Branch Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-four sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1886.

LELAND STANFORD.
W. V. HUNTINGTON.

Subscribed and sworn to before me, this twenty-first day of May, 1887.

E. B. RYAN,
Notary Public in and for the City and County of San Francisco.

ATLANTIC AND PACIFIC RAILROAD COMPANY.

H. C. NUTT, President, } Boston. GEO. L. SANDS, Superintendent, } Albuquerque.
J. A. WILLIAMS, Gen. Solicitor, } W. C. HAZLEDINE, Solicitor, }

ATLANTIC AND PACIFIC RAILROAD COMPANY LAW DEPARTMENT, }
ALBUQUERQUE, NEW MEXICO, June 21, 1887. }

To the honorable Board of Railroad Commissioners of the State of California :

GENTLEMEN: Pursuant to my promise, made to you on February 10, 1887, and in accordance with the understanding then reached, I have the honor to submit, annexed hereto, a statement of the operations of the Atlantic and Pacific Railroad Company for the year ending December 31, 1886, which I have had compiled from the report made to the Secretary of the Interior, and from other sources.

In making this statement, I desire to reiterate what I said to you at your meeting of February 10, 1887; which is, that we are a Federal corporation, and are, by the Act creating us, constituted a Federal agency, and are vested with full powers to regulate our own rates of fares and freights; and are further required by said Act to make an annual report to the Secretary of the Interior, according to a form prescribed by his department.

That, in view of the foregoing, I do not believe we should or could be compelled by your Board to make any report; but being anxious and desirous in aiding you in every way possible in the performance of your duties, I furnish you the annexed statement, trusting it will give you all the information desired, and be satisfactory; and that you will understand that by doing this, I do not intend to waive any rights the Atlantic and Pacific Railroad Company may have under its Federal charter, or otherwise; but hereby expressly reserve any and all rights it may have as a Federal corporation, interstate railroad, or otherwise.

Very respectfully,

WILLIAM C. HAZLEDINE, Solicitor.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Henry Nutt, President.....	Boston, Massachusetts.
E. U. Winslow, Vice-President.....	New York City.
H. W. Gardiner, Secretary and Treasurer.....	Boston, Massachusetts.
D. L. Gallup, Auditor.....	Boston, Massachusetts.
D. B. Robinson, General Manager.....	Albuquerque, New Mexico.
W. A. Bissell, General Freight and Passenger Agent.....	San Francisco, California.
J. J. Blower, Local Auditor.....	Albuquerque, New Mexico.
William C. Hazledine, Solicitor Western Division.....	Albuquerque, New Mexico.
J. A. Williamson, Land Commissioner.....	Boston, Massachusetts.
C. L. Mixer, Superintendent California Division.....	Needles, California.

BUSINESS ADDRESS OF THE COMPANY.

Eastern Office, 95 Milk Street	Boston, Massachusetts.
Western Office, including the California Division.....	Albuquerque, New Mexico.

The Atlantic and Pacific Railroad Company was incorporated July 27, 1866, by Act of Congress of the United States.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$100,000,000 00
3. Capital stock issued [number of shares, 648,103]; amount paid in.....	64,810,300 00

DEBT.

12. Funded debts as follows:	
Bonds.....	\$32,793,534 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

This company did no construction in California, but organized its road in that State by virtue of a contract of purchase and lease made with the Southern Pacific Company August 20, 1884, which said line was to be sold to this company for \$7,271,100.

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry in California.....	\$137 70
2. Bridging in California.....	431 36
3. Superstructure, including rails, in California.....	8,732 65
4. Land:	
Fences in California.....	11 06
5. Passenger and freight stations in California.....	1,976 96
Fuel stations and water stations in California.....	7,589 06
6. Engine houses, car sheds, and turntables in California.....	} 646 50
7. Machine shops and tools in California.....	
8. Engineering, agencies, salaries, and other expenses during construction in California.....	1,810 63
Eating houses and tenements in California.....	3,587 19
9. Locomotives.....	[47]
10. Snow plows on wheels.....	[1]
13. Passenger, mail, and baggage cars.....	[15]
14. Freight and other cars.....	[1,383]
	Not chargeable to property account in 1886.

REVENUE FOR THE YEAR.

	In California.	Entire Line.
2. Derived from passengers from and to other roads, over roads operated by this company.....	\$149,543 72	\$551,642 01
4. Derived from other sources belonging to passenger department.....	1,436 01	3,438 58
5. Derived from express and extra baggage.....	15,608 93	53,680 13
6. Derived from mails.....	16,285 80	63,506 10
7. Total earnings from passenger department.....	\$182,874 46	\$672,266 82
8. Derived from local freight on roads operated by this company.....	180,724 79	622,706 65
9. Derived from other roads as tolls for use of freight cars.....	72,068 15	269,123 44
10. Derived from freight from and to other roads on joint tariff.....		
11. Derived from other sources belonging to freight department.....	252,792 94	891,830 09
12. Total earnings from freight department.....		
14. Total transportation earnings.....	\$435,667 40	\$1,564,096 91

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local (in California, \$11,839 22).....	\$62,721 68
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV (in California, \$59,393 10).....	197,151 29

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties). (in California, \$46,233 62).....	\$208,648 64
2. Iron rails laid, deducting old rails taken up } (in California, \$778 03).....	6,252 00
3. Steel rails laid, deducting old rails taken up }	
4. New ties, cost.....	43,910 34

5. Repairs of bridges (in California, \$8,285 14).....	\$35,571 25
7. Repairs of and additions to machine shops and machinery (in California, \$304 50)	1,608 38
10. Repairs of locomotives (in California, \$36,756 70)	133,376 97
14. Fuel for engines, and oil and waste (in California, \$58,625 39).....	205,443 49
15. Water and water stations (in California, \$13,836 80)	52,860 50
16. Fuel for stations and shops (in California, \$1,981 24)	3,390 42

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars (in California, \$5,674 53) ..	\$14,718 27
3. Damages and gratuities, passengers (in California, \$730 05).....	6,561 77
4. Salaries, wages, and incidentals of passenger trains (in California, \$16,186 58)	47,318 66
5. Salaries, wages, and incidentals of passenger stations (in California, \$5,770 13).....	19,595 53
7. Amount paid other roads for balance of mileage of passenger cars (in California, \$16,441 78)	61,059 44

Class IV—Freight traffic expenses.

1. Repairs of freight cars:	
Repairs of dump and work cars (in California, \$24,427 74).....	\$106,299 54
3. Damages and gratuities, freight (in California, \$1,292 36).....	8,857 25
4. Salaries, wages, and incidentals of freight trains (in California, \$24,565 55)	89,208 46
5. Salaries, wages, and incidentals of freight stations (in California, \$17,747 13)	47,420 14
7. Amount paid other roads for balance of mileage of freight cars (in California, \$15,527 53).....	58,160 75

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from passenger department, as per "Revenue for the Year," No. 7 (in California, \$182,874 46).....	\$672,266 82
2. Per passenger, per mile	1.63 cents.

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from freight department, as per "Revenue for the Year," No. 12 (in California, \$252,792 94).....	\$891,830 09
2. Freight, per ton, per mile	0.76 cents.

DESCRIPTION OF ROAD.

2. * Length of main line of road from Albuquerque, N. M., to Mojave, Cal.	822.14
Length of main line in California.....	242.37
5. Branches owned by the company—Gallupe Switch	3.9
11. Aggregate length of siding and other tracks not enumerated above....	66.6
12. Same in California.....	10.63
13. Aggregate length of track belonging to this company, computed as single track	883.6
14. Same in California.....	253.0
15. Total length of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 56 pounds).....	851.4
17. Number of iron bridges (aggregate length, 2,213 feet), in California....	6
Number of wooden bridges (aggregate length, 1,484 feet), outside State	19
34. Total miles of road operated by this company	819.00
35. Total miles of road operated by this company in California.....	242.37
36. Number of stations on all roads operated by this company	79
37. Number of stations on all roads owned by this company	79
38. Same in California.....	25
42. Number of telegraph stations operated by this company	78
43. Number of telegraph stations operated jointly by railroad and telegraph companies.....	81

* The distance from Albuquerque to A. & P. Junction is 12.6 miles, for which distance this company's trains are run over the track of the A. & T. & S. F. R. R.

ROLLING STOCK.

	No.	Average Weight.
1. Locomotives	47	82,450
Average weight of engines in working order		
Maximum weight of engines in working order [113,350]		
2. Tenders	47	46,200
Average weight of tenders full of fuel and water		
Maximum weight of tenders full of fuel and water [53,150]		
Average joint weight of engines and tenders		166,500
6. Passenger cars:		
Average weight		52,400
7. Mail and baggage cars		55,600
9. Four-wheel box freight cars		20,300
12. Other cars:		
Coal and gravel		17,100
14. Total number of freight cars, including coal, etc., on a basis of eight wheels		1,193
15. Number of locomotives equipped with train brakes		18
(Kind of brake, Westinghouse air.)		
17. Number of passenger and other cars with Miller platform and buffer		22

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains (in California, 202,989)	705,018
4. Miles run by freight trains (in California, 309,976)	1,253,607
7. Miles run by other trains, and for what purpose; work and switch (in California, 63,952)	122,020
8. Total train miles run (in California, 576,917)	2,080,645
9. Total number of passengers carried (in California, 47,859)	62,256
Number of thorough passengers going east (or north) (in California, 10,422)	11,439
Number of thorough passengers going west (or south) (in California, 29,656)	32,067
Number of local passengers going east (or north) (in California, 3,501)	8,708
Number of local passengers going west (or south) (in California, 4,280)	10,442
10. Total passenger mileage, or passengers carried one mile (in California, 9,554,201)	34,104,834
12. Number of tons freight carried (not including gravel) (in California, 146,942)	211,804
13. Total freight mileage, or tons carried one mile (in California, 30,430,265)	116,598,462
20. Average rate of fare per mile for all passengers	59 cents.
25. Average rate of freight per ton per mile for all	76 cents.
30. Number of persons regularly employed by company, including officers:	
Average daily pay of engine drivers	\$4 70
Average monthly pay of passenger conductors	100 77
Average monthly pay of freight conductors	
Average monthly pay of baggage masters and other train men	66 40
Average daily pay of brakemen, flagmen, and switchmen	2 00
Average daily pay of section men	1 55
Average daily pay of mechanics in shops	2 60
Average daily pay of laborers	1 65

LIST OF ACCIDENTS IN CALIFORNIA.

	From their own misconduct or carelessness—in California.		Total—in California.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers						
Employés	3	2	3	2		
Others	3		3			
Total	6	2	6	2	13	19

STATE OF CALIFORNIA, }
County of San Francisco. } ss.

William C. Hazledine, Solicitor for the Western Division of the Atlantic and Pacific Railroad Company, being duly sworn, deposes and says, that the statements, tables, and answers contained in the foregoing forty-four pages have been compiled and prepared from the report of said company to the Secretary of the Interior for the year 1886, in conformity to the order made by the Board of Railroad Commissioners on February 10, 1887, and that the same are, in all respects, just, correct, complete, and true; and, to the best of his knowledge, and as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1886, as shown by said report to said Secretary of the Interior.

WILLIAM C. HAZLEDINE.

Subscribed and sworn to before me, this twenty-eighth day of June, A. D. 1887.

R. D. McELROY, Notary Public.

BERKELEY BRANCH RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President.....	San Francisco.
Charles Crocker, Vice-President.....	New York.
Charles F. Crocker, Treasurer.....	San Francisco.
W. V. Huntington, Secretary.....	San Francisco.
C. P. Huntington.....	New York.

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner of Fourth and Townsend Streets San Francisco.

The Berkeley Branch Railroad Company was incorporated September 25, 1876.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$100,000 00
2. Capital stock authorized by votes of company.....	100,000 00
3. Capital stock issued [number of shares 1,000]; amount paid in.....	100,000 00
5. Total amount paid in, as per books of the company.....	100,000 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	10
10. Number of stockholders in California.....	8
11. Amount of stock held in California.....	54,700 00

DEBT.

12. Funded debt as follows:	
Bonds.....	\$100,000 00
Interest paid on same during year.....	\$6,000 00
13. Total amount of funded debt.....	\$100,000 00
14. Unfunded debt:	
All other debts, current credit balances, etc.....	27,535 84
16. Total gross debt liabilities.....	\$127,535 84
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Sinking funds.....	4,009 58
18. Total net debt liabilities.....	\$123,526 26

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

11. Total cost of construction.....	\$237,617 60
-------------------------------------	--------------

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

26. Total for property purchased, etc.....	\$237,617 60
31. Total property and assets of the company.....	\$237,617 60

32. SINKING AND CONTINGENT FUNDS.

Showing amount of same, and their purpose.

Applicable to Redemption of what Bonds.	Terms and Conditions of Funds.	Total to December 31, 1886.			Received During Year.	Applied During Year.
		Invested.	Applied.	On Hand.		
First Mortgage.	\$2,000 per annum to be set aside for a Sinking Fund, beginning in 1881.	\$10,009 58	-----	-----	\$2,006 33	\$2,006 33

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

8. Engineering, agencies, salaries, and other expenses during construction:		
Building sewers, Berkeley	}	\$3,362 51
New siding, Shell Mound		
Macadamizing street, Berkeley		
18. Total		\$3,362 51
20. Net addition to property account for the year		\$3,362 51

REVENUE FOR THE YEAR.

13. Derived from rents for use of road and equipment when leased	\$9,984 00
Less general expense	10 85
14. Total transportation earnings	\$9,973 15
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.), (specifying same.) Sinking fund interest	710 00
19. Total income derived from all sources	\$10,683 15

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

(See report of Southern Pacific Company, lessees.)

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$9,973 15
2. Percentage of same to capital stock and net debt	4 ^{5.0} / ₁₀₀
3. Percentage of same to total property and assets	4 ^{2.0} / ₁₀₀
4. Interest accrued during the year:	
On funded debt	6,000 00
7. Balance for the year, or surplus	3,973 15
8. Surplus at commencement of the year	\$8,448 19
9. Surplus at commencement of the year, as changed by aforesaid entries	8,448 19
10. Total surplus, December 31, 1886	12,421 34
11. Paid to sinking funds, in hands of Trustees	2,006 33

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(Reported by lessee.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(Reported by lessee.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1886.

<i>Debits.</i>	
Cost of road	\$237,617 60
Sinking Funds in hands of Trustees	4,009 58
Total	\$241,627 18

Credits.

Capital stock	\$100,000 00
Funded debt	100,000 00
Other debts (specifying same)	24,535 84
Sinking Fund interest	1,670 00
Unpaid coupons	3,000 00
Profit and loss (profit, if any)	12,431 34
Total	\$241,627 18

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1886.

	Debits.	Credits.
Rental		\$9,984 00
Interest	\$1,670 00	
Expense	10 85	
Coupon interest	6,000 00	
Balance	2,303 15	
Totals	\$9,984 00	\$9,984 00
Profit		2,303 15

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Shell Mound to Berkeley	August 16, 1876.
From Berkeley to Berryman's	July 1, 1878.
2. Length of main line of road from Shell Mound to Berryman's	3.8363
Length of main line in California	3.8363
10. Total length of road belonging to this company	3.8363
11. Aggregate length of siding and other tracks not enumerated above	0.8858
12. Same in California	0.8858
13. Aggregate length of track belonging to this company computed as single track	4.7221
14. Same in California	4.7221
15. Total length of steel rail in tracks belonging to this company, not including steel top rail (weight per yard, 50 pounds)	
18. Number of wooden bridges (aggregate length, 47 feet) in California	1
19. Number of crossings of highways at grade, in California	12
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	12
27. Number of railroad crossings at grade	1
California and Nevada Narrow Gauge, at Adeline Street.	

MILEAGE, TRAFFIC, ETC.

(Reported by lessee.)

RELATING TO PASSENGERS.

(See lessee's report.)

LIST OF ACCIDENTS IN CALIFORNIA.

(See lessee's report.)

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
First mortgage...	Jan. 1, 1877.	Jan. 1, 1890.	Gold.....	-----	6	January and July.
Authorized Amount.	Total Issued December 31, 1886.	Accrued Interest.			Amount of Bonds Outstanding December 31, 1886.	
		To December 31, 1886.	During Year.	Overdue.		
\$100,000	\$100,000	-----	\$6,000	-----	\$100,000	

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

LENGTH OF TRACK DECEMBER 31, 1886.													
State, separately, lengths within and without State. Reduce to single track by adding length of double track.		Single.			Length of Roadway—Single and Double Track.			Reduced to Single Track.			Track and Sidings.		
Main Line and Branches.	From.	To.	Iron.	Steel.	Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron.	Steel.	Iron and Steel.	
Main line within State	Shell Mound	Berryman.		3.8363		3.8363	3.8363		3.8363	0.6826	0.2032	(b) 4.0395	4.7221
Total on whole road, December 31, 1886.				3.8363		3.8363	3.8363		3.8363	0.6826	0.2032	4.0395	4.7221
Total constructed during year.										0.4796	---	0.4796	0.4796
Total within the State constructed during year										0.4796	---	0.4796	0.4796
December 31, 1886.													
The length of rail is double the length of single track, columns (b) and (c) above.													
Within the State.							Total.						
Length of iron rail	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	
Length of iron rail	1.3652	44.0000	60.0688	1.3652	44.0000	60.0688	1.3652	44.0000	60.0688	1.3652	44.0000	60.0688	
Length of steel rail	8.0790	39.2857	317.3892	8.0790	39.2857	317.3892	8.0790	39.2857	317.3892	8.0790	39.2857	317.3892	
Total length of iron rail laid during the year—construction of sidings	0.9592	44.0000	42.2048	0.9592	44.0000	42.2048	0.9592	44.0000	42.2048	0.9592	44.0000	42.2048	

STATE OF CALIFORNIA.
City and County of San Francisco. } ss.

Chas. F. Crocker, Vice-President of the Berkeley Branch Railroad Company, and W. V. Huntington, Secretary, of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-four sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1886.

CHAS. F. CROCKER.
W. V. HUNTINGTON.

Subscribed and sworn to before me, this twenty-first day of May, 1887.

E. B. RYAN,
Notary Public in and for the City and County of San Francisco, California.

CALIFORNIA PACIFIC RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

R. P. Hammond, President.....	San Francisco.
N. T. Smith, Vice-President.....	San Francisco.
Timothy Hopkins, Treasurer.....	San Francisco.
W. V. Huntington, Secretary.....	San Francisco.
Charles F. Crocker.....	San Francisco.
J. L. Willcutt.....	San Francisco.
W. E. Brown.....	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner of Fourth and Townsend Streets.....San Francisco.

The California Pacific Railroad Company was incorporated December 23, 1869, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.	Names of Railroad Companies.	Dates of Incorporation.
California Pacific Railroad.....	Jan'y 6, 1865	San Francisco and Marysville Railroad.....	October 26, 1857.
California Pacific Railroad Extension Co. }	April 15, 1869.	Sacramento and San Francisco Railroad.....	December 2, 1864.
		{ Napa Valley Railroad, by purchase.....	March 2, 1864.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$12,000,000 00
2. Capital stock authorized by votes of company.....	12,000,000 00
3. Capital stock issued [number of shares, 120,000]; amount paid in.....	12,000,000 00
5. Total amount paid in, as per books of the company.....	12,000,000 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	140
10. Number of stockholders in California.....	36
11. Amount of stock held in California.....	7,652,400 00

DEBT.

12. Funded debt as follows:		
Bonds.....		\$6,850,000 00
Interest paid on same during year.....	\$403,222 50	
13. Total amount of funded debt.....		\$6,850,000 00
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property....	}	1,132,719 19
All other debts, current credit balances, etc.....		
16. Total gross debt liabilities.....		\$7,982,719 19
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Other securities and debt balances.....		563,374 62
18. Total net liabilities.....		\$7,419,344 57

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

<i>Construction.</i>		
11. Total cost of construction.....		\$19,167,857 06
<i>Equipment.</i>		
12. Locomotives.....		\$145,827 26
16. Passenger cars.....	}	256,570 62
Mail cars.....		
Baggage cars.....		
17. Freight cars.....		
18. Total for equipment.....		\$402,397 88

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

23. Steamboat Property.

Steamer New World.....	} Cost net.	\$315,909 91
Steamer Moulton.....		
Steamer Vallejo.....		
Barge Napa.....		

NOTE.—This property has been either sold or condemned and broken up. The above sum represents the actual loss to the company, as the property is out of sight and valueless.

26. Total for property purchased, etc. (capital represented in old steamers).	\$315,909 91
Sonoma Branch.....	53,305 63
27. Whole amount of permanent investments.....	19,167,857 06
30. Cash and cash assets.....	563,374 62
31. Total property and assets of the company.....	\$20,100,447 22

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry.....	}	\$78 68
2. Bridging.....		
3. Superstructure (including rails).....		
4. Land.....		5,000 00
Fences.....		83 60
5. Passenger and freight stations.....		523 34
8. Engineering, agencies, salaries, and other expenses during construction:		
Culverts and cattle guards.....		70 03
15. Purchase of other roads (specifying what):		
Third mortgage "A" bonds issued.....		1,000
18. Total.....		\$6,755 65

REVENUE FOR THE YEAR.

(See lessee's report.)

13. Derived from rents for use of road and equipment when leased.....	\$600,000 00
Less general expense.....	2,146 00
	\$597,854 00

NET INCOME, DIVIDENDS, ETC.

1. Total net income.....		\$597,854 00
2. Percentage of same to capital stock and net debt.....	9.97 100	
3. Percentage of same to total property and assets.....	2.07 100	
4. Interest accrued during the year:		
On funded debt.....	\$403,222 50	
On other debt.....	65,696 82	
Total.....		468,919 32
7. Balance for the year, or surplus.....		\$128,934 68
8. Deficit at commencement of the year.....	\$11,206 65	
9. Deficit at commencement of the year, as changed by aforesaid entries.....		11,206 65
10. Total surplus, December 31, 1886.....		\$117,728 03

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(See lessee's report.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(See lessee's report.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1886.

<i>Debits.</i>		
Cost of road and steamers.....	{ \$18,818,764 81 }	\$19,134,674 72
Cost of equipment.....	{ 315,909 91 }	402,397 88
Cash, cash assets, and other items (specifying same).....		563,374 62
Total.....		\$20,100,447 22
<i>Credits.</i>		
Capital stock.....		\$12,000,000 00
Funded debt.....		6,850,000 00
Other debts (specifying same).....		1,132,719 19
Profit and loss (profit, if any).....		117,728 03
Total.....		\$20,100,447 22

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1886.

	Debits.	Credits.
Rental.....		\$600,000 00
Interest.....	\$468,919 32	
General expense.....	2,146 00	
Balance.....	128,934 68	
Totals.....	\$600,000 00	\$600,000 00
Profit.....		128,934 68

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:

From Vallejo to Sacramento.....
 From Napa Junction to Calistoga.....
 From Davisville to Marysville.....

At sundry dates
 in years 1868
 and 1869, while
 in the hands of
 contractors,
 who turned the
 road over to the
 Railroad Com-
 pany January,
 1870, who have
 no records
 showing the de-
 tails of the va-
 rious openings
 for traffic pur-
 poses.

2. Length of main line of road from Vallejo to Sacramento.....	60.3900
Length of main line in California.....	60.3900
3. Length of line with track laid, if road is not completed	Completed.
5. Branches owned by the company.....	2
(Names and description of; single or double track):	
Napa branch, Adalante to Calistoga; single track.....	34.4800
Marysville branch, Davis to Knights Landing; single track.....	18.6400
6. Total length of branches owned by the company.....	53.1200
7. Total length of branches owned by the company in California.....	53.1200
10. Total length of road belonging to this company.....	113.5700
11. Aggregate length of siding and other tracks not enumerated above...	25.4398
12. Same in California.....	25.4398
13. Aggregate length of track belonging to this company, computed as single track	138.9498
14. Same in California.....	138.9498
15. Total length of steel rail in tracks belonging to this company, not in- cluding steel top rail; (weight per yard, fifty and sixty pounds):	
Fifty pounds per yard.....	113.4806
Sixty pounds per yard.....	11.1804
16. Number of spans of bridges twenty-five feet and upwards, in Cali- fornia	23
18. Number of wooden bridges (aggregate length, 20,142 feet), in California.	205
19. Number of crossings of highways at grade, in California.....	102
20. Number of crossings of highways over railroad, in California.....	1
21. Number of crossings of highways under railroad, in California.....	1
22. Number of highway bridges eighteen feet above track, in California.....	1
24. Number of highway crossings at which gates or flagmen are main- tained in California.....	1
26. Number of highway crossings at which there are neither electric sig- nals, gates, nor flagmen, in California.....	103
27. Number of railroad crossings at grade.....	1
Central Pacific Railroad, at Sacramento.	

ROLLING STOCK.

	Number	Average Weight.	Market Value.
1. Locomotives.....	12		
Average weight of engines in working order.....		59,367	
Maximum weight of engines in working order [61,200].....			
2. Tenders.....	12		
Average weight of tenders full of fuel and water.....		32,750	
Max. weight of tenders full of fuel and water... [41,000].....			
Average joint weight of engines and tenders.....		92,117	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender..... [41.10 ft.].....			
4. Total length of heaviest engine and tender over all [51 ft.].....			
6. Passenger cars.....	16		
Average weight.....		39,275	
Maximum weight..... [45,000].....			
7. Mail and baggage cars.....	6	31,250	
8. Eight-wheel box freight cars.....	37	17,300	
10. Eight-wheel platform cars.....	152	13,500	
12. Other cars, caboose.....	1	18,600	
13. Total market value.....			\$402,397 88

14. Total number of freight cars, including coal, etc., on a basis of eight wheels.....	189
15. Number of locomotives equipped with train brakes..... (Kind of brake: Westinghouse air brake.).....	11
16. Number of cars equipped with train brakes..... (Kind of brake: Westinghouse air brake.).....	22
17. Number of passenger cars with Miller platform and buffer.....	16

MILEAGE, TRAFFIC, ETC.

(See lessee's report.)

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
First mortgage.....	Jan. 1, 1867	Jan., 1887	Gold	Gold	7	Jan. and July.
Extension Co.	May 1, 1869	July, 1889	Gold	Gold	7	Jan. and July.
Second mortgage.....	Aug. 9, 1871	Jan., 1891	Gold	Gold	6	Jan. and July.
Third m'gage (A).....	July 1, 1875	July, 1905	Gold	Gold	6	Jan. and July.
Third m'gage (B).....	July 1, 1875	July, 1905	Gold	Gold	3	Jan. and July.

Authorized Amount.	Total Issued.	Accrued Interest.			Amount of Bonds Outstanding December 31, 1886.
	December 31, 1886.	To December 31, 1886.	During Year.	Overdue.	
\$2,250,000	\$2,250,000	-----	\$157,500	-----	\$2,250,000
3,500,000	3,500,000	-----	-----	-----	*2,000
1,600,000	1,600,000	-----	96,000	-----	1,600,000
2,000,000	1,998,000	-----	120,000	----- †	1,998,000
1,000,000	1,000,000	-----	30,000	-----	1,000,000
\$10,350,000	\$10,348,000	-----	\$403,500	-----	\$6,850,000

* Interest on these bonds ceased January 1, 1874.

† Interest on the unissued \$2,000 of these bonds is accumulating to be paid to the holders of the \$2,000 outstanding Extension County bonds when the latter shall send them in to be exchanged for third mortgage bonds of series A. The interest is, therefore, charged up each half year.

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

4²⁸

State, separately, lengths within and without State.
Reduce to single track by adding length of double track.

LENGTH OF TRACK DECEMBER 31, 1886.

Main Line and Branches.	From.	To.	Single.		Length of Roadway— Single and Double Track.				Reduce to Single Track.				Iron and Steel.	
			Iron.	Steel.	Iron.	Steel.	Track.		Sidings.	Track and Sidings.				
							Iron.	Steel.		Iron.	Steel.			
Main line within State.	Vallejo.	Sacramento.	13,6346	46,7554	13,6346	46,7554	60,3900	13,6346	46,7554	17,3275	30,9624	(b) 46,7554	(c) 46,7554	77,7178
Napa Branch.	Adalante.	Calistoga.	23,9153	10,5647	23,9153	10,5647	34,4800	23,9153	10,5647	4,2498	28,1651	10,5647		38,7298
Marysville Branch.	Davis.	Knights' Lndg.	13,6296	5,0104	13,6296	5,0104	18,6400	13,6296	5,0104	3,8369	17,4673	5,0104		22,4769
Total on whole road, December 31, 1886.			51,1795	62,3305	51,1795	62,3315	113,5100	51,1795	62,3315	25,4145	76,5940	62,3305		138,9245
Total constructed during year.										0.4340	0.4340			0.4340
Total within the State constructed during year.										0.4340	0.4340			0.4340
December 31, 1886.														
The length of rail is double the length of single track, columns (b) and (c) above.														
			Within the State.				Total.							
			Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).			
Total length of rail laid during the year—construction of sidings.			0.8680	40,000	34,7200	0.8680			0.8680			40,0000		34,7200

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

All grants of the nature called for by this form were made to the contractors who built the road as stipulated in the written contract. This company has not kept any records of such grants, or donations, and has no information whereby entries can now be made in the books.

TABLE E. LANDS OR PROPERTY, INCLUDING RIGHT OF WAY DONATED BY STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, STATING IN DETAIL THE AMOUNT OF LAND GRANTED FOR RIGHT OF WAY, FOR STATIONS, FOR SHOPS, FOR STOREHOUSES, ETC.

Considerations are named in all deeds—in some at merely nominal figures. Possibly some of the right of way was donated, but details cannot be given.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

N. T. Smith, Vice-President of the California Pacific Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, and answers contained in the foregoing forty-four sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1886.

N. T. SMITH.
W. V. HUNTINGTON.

Subscribed and sworn to before me this twenty-first day of May, 1887.

E. B. RYAN,
Notary Public in and for the City and County of San Francisco, California.

CALIFORNIA SOUTHERN RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

G. O. Manchester, President.....	Boston, Massachusetts.
O. W. Smith, Vice-President.....	Topeka, Kansas.
G. L. Goodwin, Secretary and Treasurer.....	Boston, Massachusetts.
J. P. Whitehead, Comptroller and General Auditor.....	Boston, Massachusetts.
J. N. Victor, Superintendent.....	San Bernardino, California.
F. H. Pattee, Assistant Secretary and Assistant Treasurer.....	National City, California.
G. Kellogg, Auditor.....	National City, California.
E. S. Babcock, Jr.....	San Diego, California.
M. A. Luce.....	San Diego, California.

BUSINESS ADDRESS OF THE COMPANY.

National City.....California.

The California Southern Railroad Company was incorporated December 28, 1881, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
California Southern Railroad Company.....	October 12, 1880.
California Southern Extension Railroad Company.....	May 23, 1881.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$4,400,000 00
Increased by vote of stockholders at special meeting, February 10, 1886, to.....	6,160,000 00
2. Capital stock authorized by votes of company.....	6,160,000 00
3. Capital stock issued (number of shares, 60,720); amount paid in.....	6,072,000 00
5. Total amount paid in, as per books of the company.....	6,072,000 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	353
10. Number of stockholders in California.....	5
11. Amount of stock held in California.....	5,400 00

DEBT.

12. Funded debt as follows:	
Bonds and bond script.....	\$5,501,350 00
Interest paid on same during year.....	\$53,401 67
13. Total amount of funded debt.....	\$5,501,350 00
14. Unfunded debt:	
All other debts, current credit balances, etc.	\$234,506 35
15. Total amount of unfunded debt.....	234,506 35
16. Total gross debt liabilities.....	\$5,735,856 35
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets.....	419,874 10
Cash on hand.....	\$87,000 36
Materials and supplies on hand.....	60,054 01
Other securities and debt balances.....	272,819 73
18. Total net debt liabilities.....	\$5,315,982 25

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry.....	\$1,261,786 10
2. Bridging.....	319,072 97
3. Superstructure, including rails.....	1,853,824 65
4. Land.....	63,786 34
Land damages.....	\$38,765 57
Fences.....	25,020 77
5. Passenger and freight stations and water stations.....	112,092 33
6. Engine houses, car sheds, and turntables.....	27,124 66
7. Machine shops, including machinery and tools.....	59,591 49
8. Interest, discount on subscriptions to securities, etc.....	6,910,536 95
9. Engineering.....	140,568 63
Agencies, salaries, and other expenses during construction.....	194,907 91
Telegraph.....	31,285 77
Wharves and storehouses.....	54,819 87
11. Total cost of construction.....	\$11,029,397 67

Equipment.

	No.	Cost.
12. Locomotives.....	7	\$87,893 70
16. Passenger cars.....	7	35,646 04
Mail cars.....	3	12,139 57
17. Freight cars.....	78	61,223 89
Other cars.....	27	7,489 31
18. Total for equipment.....		\$204,392 51

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

22. Other Securities.

	Nominal Amount.	Price Paid.
San Diego Land and Loan Company stock (donated to the company and taken into the accounts at par)	\$9,600 00	\$9,600 00
California Southern Railroad Company income bonds and script.	39,550 00	33,190 77
California Southern Railroad Company capital stock (eight shares)	800 00	160 00
Total	\$49,950 00	\$42,959 77

23. Steamboat Property.

One steamtug and four lighters, price paid	\$8,917 86
26. Total for property purchased, etc.	51,877 63
27. Whole amount of permanent investments	11,285,667 81
28. Property in California	11,285,667 81
29. Amount of supplies and materials on hand	60,054 01
30. Cash and cash assets	316,800 32
31. Total property and assets of the company	11,662,582 14

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	\$33,679 07
2. Bridging	1,755 34
3. Superstructure, including rails	26,165 14
4. Land	9,750 99
Land damages	\$9,068 03
Fences	682 96
5. Passenger and freight stations	54 829 67
Woodsheds and water stations	8 472 38
6. Engine houses, car sheds, and turntables	8,476 02
7. Machine shops	4,532 01
8. Engineering, agencies, salaries, and other expenses during construction.	15,714 08
Interest, discount on subscriptions, etc.	2,369,804 30
Telegraph	5,200 19
Wharves and storehouses	5,063 22
14. Freight and other cars	77 75
Net amount of expenses and earnings in 1884, transferred from "Income Account" to "Construction," as during the greater part of the year the road was in process of reconstruction, caused by heavy washouts	245,514 20
18. Total	2,789,034 36
20. Net addition to property account for the year	2,789,034 36

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	\$236,641 61
2. Derived from passengers from and to other roads, over roads operated by this company	125,296 70
5. Derived from express and extra baggage	11,151 12
6. Derived from mails	14,840 58
7. Total earnings from passenger department	\$387,930 01
8. Derived from local freight on roads operated by this company	\$207,144 97
10. Derived from freight from and to other roads on joint tariff	150,016 85
11. Derived from other sources belonging to freight department	7,567 14
12. Total earnings from freight department	\$364,728 96
14. Total transportation earnings	\$752,658 97
15. Earnings per mile of road operated	\$2,705 55
16. Earnings per train mile (total passenger and freight)	1 33
19. Total income derived from all sources	\$752,658 97

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local*	\$36,926 99
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	67,073 04
3. Insurance premiums and losses by fire, and damages for fires set by engines	1,911 24
4. Telegraph expenses	17,992 05
5. Total	\$123,903 32
6. Proportion belonging to passenger department	\$63,859 77
7. Proportion belonging to freight department	60,043 55

* Includes estimated proportion of taxes on Los Angeles.

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	\$173,542 17
2. Iron rails laid, deducting old rails taken up. (Number of miles, 17.47; weight per yard, 50 pounds) less 58.23 miles taken out	
Number of miles, 39.83; weight per yard, 50 pounds, less .03	
Steel { miles, taken up	*10,782 38
Number of miles, 1.60; weight per yard, 60 pounds, less .08	
miles, taken up	
3. Steel rails laid, deducting old rails taken up. Number of miles	
Weight per yard	(California Southern proper) 2,175 44
4. New ties. (Number of) cost, includes proportion charged this company by Southern Pacific Company on 35,241 ties	5,589 74
5. Repairs of bridges	14,767 27
6. Repairs of buildings and fixtures (stations and turntables)	2,383 51
7. Repairs of and additions to machine shops and machinery	12,363 79
8. Repairs of fences, road crossings, and signs	335 42
10. Repairs of locomotives	28,646 36
14. Fuel for engines and cars:	
Number of cords of wood, 300; cost	1,452 77
Number of tons of coal, 18,770; cost	140,365 23
15. Water and water stations	7,046 95
17. Oil and waste, locomotive	7,100 99
19. Total	\$407,052 02
20. Proportion of same to passenger department	\$209,794 61
21. Proportion of same to freight department	197,257 41
22. Of the above there was expended for other than ordinary repairs	82,133 10

* California Southern proportion only, of cost of rail renewals on line of Southern Pacific Company from Colton to Los Angeles.

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	\$6,725 79
3. Damages and gratuities, passengers	186 06
4. Salaries, wages, and incidentals of passenger trains	60,667 52
5. Salaries, wages, and incidentals of passenger stations	23,047 62
6. Amount paid other corporations or individuals not operating roads, for use of passenger cars and repair of same	6,048 85
7. Amount paid other roads for balance of mileage of passenger cars	10,445 74
8. Total	\$107,121 58

Class IV—Freight traffic expenses.

1. Repairs of freight cars	\$15,111 56
Repairs of dump and work cars	367 88
3. Damages and gratuities, freight	4,462 34
4. Salaries, wages, and incidentals of freight trains	44,570 54
5. Salaries, wages, and incidentals of freight stations	23,047 63
6. Paid corporations or individuals not operating road, for use of freight cars	949 63
7. Amount paid other roads for balance of mileage of freight cars	12,974 86
8. Total	\$101,484 44
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	\$739,561 36

10. Per train mile (total passenger and freight)	1.31	
11. Percentage of expenses to total transportation earnings	93.25	
12. Amount paid other companies as rent for use of road (specifying each company, the amount and basis on which rent is computed):		
Southern Pacific Company, \$1,200 per mile per annum, on 57.5 miles, from Colton to Los Angeles		69,000 00
Error in 1885 on this account		105 03
Rental of locomotives		12,192 90
13. Total expenses		\$820,859 29

NET INCOME, DIVIDENDS, ETC.

1. Total net income (deficit)		\$68,200 32
4. Interest accrued during the year:		
On funded debt	\$53,401 67	
On other debt	6,952 61	
Total		60,354 28
7. Balance for the year (deficit)		128,554 60
8. Surplus at commencement of the year	\$478,166 19	
Deduct entries made in profit and loss account during the year, not included in the foregoing statement	494,885 80	
9. Deficit at commencement of the year, as changed by aforesaid entries		16,719 61
10. Total deficit December 31, 1886		145,274 21

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from Passenger Department, as per "Revenue for the Year," No. 7	\$387,930 01
2. Per passenger train mile	1 20
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6	63,859 77
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 20	209,794 61
5. Expenses, "Passenger Traffic," as per Class III, No. 8	107,121 58
6. Total expenses	380,775 96
7. Per passenger train mile	1 18
8. Net earnings	7,154 05
9. Per passenger train mile	02

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from Freight Department, as per "Revenue for the Year," No. 12	364,728 96
2. Per freight train mile	1 50
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7	60,043 55
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 21	197,257 41
5. Expenses, "Freight Traffic," as per Class IV, No. 8	101,484 44
6. Total expenses	358,785 40
7. Per freight train mile	1 48
8. Net earnings	5,943 56
9. Per freight train mile	02

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1886.

Debits.

Cost of road	\$11,029,397 67
Cost of equipment	213,310 37
Other investments	42,959 77
Supplies and materials on hand	60,054 01
Cash, cash assets, and other items (specifying same):	
Cash and bank balances	\$87,000 36
Accounts receivable }	
Agents for roads, etc. }	229,859 96
Profit and loss (loss, if any)	316,860 32
	145,274 21
Total	\$11,807,856 35

Credits.

Capital stock.....	\$6,072,000 00
Funded debt.....	5,501,350 00
Other debts (specifying same):	
Interest on bonds of 1922 unpaid.....	\$520 00
Coupons due January 1, 1887, on first mortgage bonds.....	60,000 00
Vouchers, payrolls, and accounts payable.....	173,986 35
	234,506 35
Total.....	\$11,807,856 35

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1886.

	Debits.	Credits.
January 1.—Balance from 1885.....		\$478,166 19
Transfer to construction to reduce discount on subscriptions, etc., of amount of subsidy received from San Diego Land and Town Company and previously credited to this account.....	\$740,400 00	
Transfer to construction of net amount expenses and earnings in 1884.....		245,514 20
Income from all sources in 1886.....		752,658 97
Expenses of operating in 1886.....	820,859 29	
Interest for year.....	60,354 28	
Debit balance of account December 31, 1886.....		145,274 21
	\$1,621,613 57	\$1,621,613 57

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From National City to Fall Brook.....	Jan. 2, 1882.
From Fall Brook to Temecula.....	March 27, 1882.
From Temecula to one hundred and five mile siding.....	April 24, 1882.
From one hundred and five mile siding to one hundred and nine mile siding.....	July 10, 1882.
From one hundred and nine mile siding to one hundred and sixteen mile siding.....	July 28, 1882.
From one hundred and sixteen mile siding to Riverside.....	August 12, 1882.
From Riverside to Colton.....	August 21, 1882.
From Colton to San Bernardino.....	Sept. 13, 1883.
From San Bernardino to Barstow.....	Nov. 15, 1885.
2. Length of main line of road from National City to Barstow.....	210.61
Length of main line in California.....	All in California.
10. Total length of road belonging to this company.....	210.61
11. Aggregate length of siding and other tracks not enumerated above.....	11.36
13. Aggregate length of track belonging to this company computed as single track.....	221.97
15. Total length of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, fifty pounds).....	260.12
Sixty-one pounds per yard.....	183.82
16. Number of spans of bridges twenty-five feet and upwards, in California.....	6
17. Number of iron bridges (aggregate length, 164 feet), in California.....	1
18. Number of wooden bridges (aggregate length, 23,715 feet), in California.....	241
19. Number of crossings of highways at grade, in California.....	77
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	77
27. Number of railroad crossings at grade.....	1
A Colton, Southern Pacific Company.	

ROADS BELONGING TO OTHER COMPANIES OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

30. Names, Description, and Length of Each.

NAME OF COMPANY.		TERMINI.	
		From.	To.
Southern Pacific Company.....		Colton.....	Los Angeles.....
Riverside, Santa Ana, and Los Angeles Railway Company.....		Citrus.....	Arlington.....
Length (Miles).	Dates of Lease.	AMOUNT OF RENTAL.	
	From.		
5.75	Sept. 15, 1885..	\$1,200 per mile per annum for joint use of track.	
10.09	Jan. 8, 1886..	Up to December 31, 1886, the earnings and expenses were included with those of the California Southern Railroad Company, the latter paying the interest on the cost of construction of the Riverside road.	

31. Total length of above roads.....	67.59 miles.
32. Total length of above roads in California.....	67.59 miles.
33. Total miles of road operated by this company.....	278.2
35. Total miles of road operated by this company in California.....	278.2
36. Number of stations on all roads operated by this company.....	51
37. Number of stations on all roads owned by this company.....	34
39. Miles of telegraph on line of road operated by this company.....	278.2
40. Miles of telegraph owned by this company.....	271.1
41. Number of telegraph offices in company stations.....	30
42. Number of telegraph stations operated by this company.....	42

ROLLING STOCK.

	No.	Average Weight.
1. Locomotives.....	7	
Average weight of engines in working order.....		61,120
Maximum weight of engines in working order.....[77,475]		
2. Tenders.....	7	
Average weight of tenders full of fuel and water.....		37,405
Maximum weight of tenders full of fuel and water.....[56,900]		
Average joint weight of engines and tenders.....		98,525
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender.....[45.10 feet]		
4. Total length of heaviest engine and tender over all.....[55 feet]		
6. Passenger cars.....	7	
Average weight.....		34,755
Maximum weight.....[35,110]		
7. Mail and baggage cars.....	3	32,700
8. Eight-wheel box freight cars.....	31	20,500
10. Eight-wheel platform cars.....	47	17,600
12. Other cars.....	27	

14. Total number of freight cars, including coal, etc., on a basis of eight wheels.....	78
15. Number of locomotives equipped with train brakes..... (Kind of brake: Westinghouse.)	6
16. Number of cars equipped with train brakes..... (Kind of brake: Westinghouse.)	16
17. Number of passenger cars with Miller platform and buffer.....	10

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains.....	322,190
2. Rate of speed of express passenger trains, including stops.....	26 miles per hour.
3. Rate of speed of accommodation trains, including stops.....	22 miles per hour.
4. Miles run by freight trains.....	242,768
5. Rate of speed of express freight trains, including stops.....	18 miles per hour.
7. Miles run by other trains, and for what purpose:	
Work.....	32,376
Switch.....	10,941
Pay.....	5,044
	48,401
8. Total train miles run.....	613,359
9. Total number of passengers carried.....	145,647
Number of through passengers going east (or north).....	8,707
Number of through passengers going west (or south).....	18,419
Number of local passengers going east (or north).....	61,089
Number of local passengers going west (or south).....	57,332
10. Total passenger mileage, or passengers carried one mile.....	9,573,144
11. Passenger mileage to and from other roads.....	3,812,046
Average number of miles traveled by each local passenger.....	49
Average number of miles traveled by each through passenger.....	141
Average number of miles traveled by each passenger, through and local.....	66
12. Number of tons freight carried (not including gravel).....	123,401
Number of tons freight from other States, carried.....	29,587
Number of tons freight in this State, carried.....	123,401
Number of tons freight produced in this State, carried.....	70,629
Number of tons of each class of freight produced in this State, carried:	
Grain.....	4,142
Hay.....	1,128
Lumber.....	21,735
Lime.....	384
Wool.....	312
Fruit.....	11,542
Flour.....	522
Honey.....	1,401
Merchandise.....	29,463
13. Total freight mileage, or tons carried one mile.....	12,230,612
14. Freight mileage to and from other roads.....	6,100,998
15. Highest rate of fare per mile for any distance (excluding one mile).....	6 cents.
16. Lowest rate of fare per mile for any distance (single fare).....	3 cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company.....	4.1 cents.
18. Average rate of fare per mile received from passengers to and from other roads.....	3.28 cents.
20. Average rate of freight per mile for all passengers.....	3.78 cents.
21. Highest rate of freight per ton per mile for any distance.....	15 cents.
22. Lowest rate of freight per ton per mile for any distance.....	1 cent.
23. Average rate of local freight per ton per mile on roads operated by this company.....	3.38 cents.
24. Average rate of freight per ton per mile to and from other roads.....	2.45 cents.
25. Average rate of freight per ton per mile for all.....	2.92 cents.
Average rate of freight per ton per mile, products of this State.....	4.51 cents.
Average rate of freight per ton per mile, products of other States.....	1.74 cents.
26. Average number of cars in passenger trains (including baggage cars).....	4
27. Average number of cars in freight trains—basis of eight-wheel.....	8
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers).....	230,000 pounds.
29. Average weight of freight trains, including locomotives and tenders, in working order (exclusive of freight).....	286,000 pounds.
30. Number of persons regularly employed by company, including officers.....	628.
Average monthly pay of employés, other than officers.....	\$52 00
Average monthly pay of engine drivers.....	140 00
Average monthly pay of passenger conductors.....	100 00
Average monthly pay of freight conductors.....	90 00
Average monthly pay of brakemen, flagmen, and switchmen.....	65 00
Average monthly pay of section men, including Chinese, regular men only.....	33 00
Average monthly pay of mechanics in shops.....	76 00
Average monthly pay of laborers, all others than regular section hands included.....	52 00

LIST OF ACCIDENTS IN CALIFORNIA.

	From causes beyond their own control—in California.		From their own misconduct or carelessness—in California.		Total—in California.		Total on Whole Road Operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers								
Employés		10		2		12		12
Others			1	2	1	2	1	2
Total		10	1	4	1	14	1	14

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

- January 20—Thomas Whalen, laborer, fell from moving train. Cut about the face.
 February 5—E. S. Lemon, conductor, making pilot coupling. Fingers crushed.
 February 18—George Mitchell, brakeman, coupling engine to train. Hand crushed.
 April 4—E. S. Lemon, conductor, thrown from top of car by defective roof. Leg fractured.
 April 10—Mat. Wilson, brakeman, slipped while coupling cars. Hand crushed.
 July 1—J. C. Gallagher, foreman, breaking apart of train on the mountains and collision of parts with wrecking engine. Foot crushed.
 July 1—H. Wood, brakeman, same as next above. Hand bruised.
 July 14—E. W. Boyd, fireman, fell from gangway of moving engine. Bruised about the body.
 August 10—Chinaman, laborer, working in cut, caught between cars and injured about the head and shoulders.
 August 25—Jos. Inop, laborer, caving in of bank of earth, breaking leg.
 November 4—J. F. Fuller, brakeman, coupling cars. Finger crushed.
 November 26—Chinaman, laborer, stepped in front of moving train. Struck on engine and cut about the head and neck.
 July 16—Burt Storey. Playing on the track, struck by engine. Cut about the head.
 November 27—O. Reidel, sat down on track while intoxicated. Struck by engine and head cut.
 November 29—N. Violich, walking on track. Struck by engine and killed.

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
First mortgage...	Jan. 1, 1882.	Jan. 1, 1922.	Currency.	Currency.	6	Jan. and July.
First mortgage...	Jan. 1, 1886.	Jan. 1, 1926.	Gold.	Gold.	6	Jan. and July.
Income bonds and bond scrip, reg...	Mar. 1, 1886.	Mar. 1, 1926.	Currency.	Currency.	6	Mar. and Sept.
Authorized Amount.	Total Issued December 31, 1886.	Accrued Interest.			Amount of Bonds outstand- ing December 31, 1886.	
		During Year.		Overdue.		
\$3,101,000 00	\$3,101,000 00	\$31,010 00		\$520 00	\$4,000 00	
2,106,000 00	2,000,000 00	60,000 00		60,000 00	2,000,000 00	
3,505,000 00	* 3,497,350 00	-----		-----	* 3,497,350 00	
Bonds Sold During Year Ending December 31, 1886.			Bonds Redeemed During Year Ending December 31, 1886.			
Amount of Bonds.	Amount Realized.	Discount, or Premium.	Amount.	Cost.	Discount, or Premium.	
None	None	None	\$3,097,000 00	\$3,097,000 00	..... None.	
\$2,000,000 00	\$2,000,000 00	None	-----	-----	-----	
3,497,350 00	3,497,350 00	None	-----	-----	-----	

*Interest payable only if earned, and non-cumulative.

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

LENGTH OF TRACK DECEMBER 31, 1886.											
State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Single.		Length of Roadway—Single and Double Track.			Reduced to Single Track.			Track and Sidings.
								Track.			
Main Line and Branches.	From.	To.	Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron.	Steel.	Iron.		Iron and Steel.
Main line within State	National City	Barstow		210.61			210.61			11.36	
Total on whole road, December 31, 1886.				210.61			210.61			11.36	
Total constructed during year							.19	*1.91	2.36	*1.91	.64
Total within the State constructed during year							.19	*1.91	2.36	*1.91	.64
December 31, 1886.											
The length of rail is double the length of single track, columns (b) and (c) above.											
Within the State.						Total.					
Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
443.94	42.08	19,029.23	443.94	42.08	19,029.23	443.94	42.08	19,029.23	443.94	42.08	19,029.23
Total length of steel rail laid during the year	5.01	203.05	5.01	40.00	203.05	5.01	40.00	203.05	5.01	40.00	203.05
Total length of iron rail replaced by steel rail during the year	3.82	150.00	3.82	39.00	150.00	3.82	39.00	150.00	3.82	39.00	150.00

* Taken up.

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

Character of.	Total Amount of Bonds or Cash.	Cash Realized.	Amount held by Company as an Investment.	Remarks.
Subscriptions of citizens of San Diego.....	\$10,000 00	\$29,210 82		Credited in construction to right of way.
Subscriptions of citizens of San Bernardino.....	19,210 82			Credited in construction to right of way.
Seven thousand four hundred and four shares capital stock San Diego Land and Town Company.....	740,400 00		\$9,600 00	7,308 shares distributed to subscribers to California Southern railroad securities.

TABLE E. LANDS OR PROPERTY, INCLUDING RIGHT OF WAY, DONATED BY STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, STATING IN DETAIL THE AMOUNT OF LAND GRANTED FOR RIGHT OF WAY, FOR STATIONS, FOR SHOPS, FOR STOREHOUSES, ETC.

By Whom Donated.	Description of Property.	Estimated Value.
Individuals.....	Right of way, 551.584 acres.....	\$6,478 00
San Diego Land and Town Company.....	Right of way, 32.371 acres.....	9,729 29
Colton Land and Water Company.....	Right of way, 3.786 acres.....	378 60
City of San Diego.....	Right of way, 19.109 acres.....	411 85
State of California.....	Right of way, 46.330 acres.....	57 91
Individuals.....	Depot grounds, 218.665 acres.....	61,875 82
San Diego Land and Town Company.....	Depot grounds, 45.481 acres.....	15,900 85
City of San Diego.....	Depot grounds, 11.268 acres.....	507 20
State of California.....		12 50
Total.....		\$95,352 02

STATE OF CALIFORNIA, }
County of San Diego. } ss.

Frank H. Pattee, Assistant Secretary and Assistant Treasurer of the California Southern Railroad Company, and Giles Kellogg, Auditor of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1886.

FRANK H. PATTEE,
Assistant Secretary and Assistant Treasurer.
GILES KELLOGG, Auditor.

Subscribed and sworn to before me, this thirteenth day of July, 1887.

GEORGE W. ROBERTS, Notary Public.

CENTRAL PACIFIC RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President.....	San Francisco, California.
C. P. Huntington, First Vice-President.....	23 Broad Street, New York.
Charles Crocker, Second Vice-President.....	23 Broad Street, New York.
Charles F. Crocker, Third Vice-President.....	San Francisco, California.
Timothy Hopkins, Treasurer.....	San Francisco, California.
E. H. Miller, Jr., Secretary.....	San Francisco, California.
W. V. Huntington.....	San Francisco, California.

BUSINESS ADDRESS OF THE COMPANY.

Fourth and Townsend Streets.....	San Francisco, California.
No. 23 Broad Street.....	New York, N. Y.

The Central Pacific Railroad Company was incorporated August 22, 1870, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below :

- Central Pacific Railroad Company, consolidated June 23, 1870.
Central Pacific Railroad Company of California (chartered June 28, 1861; amended October 8, 1864).
The Western Pacific Railroad Company, }
chartered December 13, 1862..... } The Western Pacific Railroad Company,
San Francisco Bay Railroad Company, } consolidated November 2, 1869.
chartered September 25, 1868..... }
- California and Oregon Railroad Company, consolidated December 18, 1869.
California and Oregon Railroad Company, }
chartered June 30, 1865..... } California and Oregon Railroad Company,
Marysville Railroad Company, chartered } consolidated January 16, 1868.
November 29, 1867..... }
- San Francisco, Oakland, and Alameda Railroad Company, consolidated June 29, 1870.
San Francisco and Alameda Railroad }
Company, chartered March 25, 1863..... } San Francisco and Alameda Railroad Com-
San Francisco, Alameda, and Stockton }
Railroad Company, chartered Decem- }
ber 8, 1863..... }
San Francisco and Oakland Railroad Company, chartered October 21, 1861.
- San Joaquin Valley Railroad Company, chartered February 5, 1868.

The above four roads were consolidated August 22, 1870, under the name of the "Central Pacific Railroad Company."

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$100,000,000 00
2. Capital stock authorized by votes of the company.....	100,000,000 00
3. Capital stock issued—amount paid in.....	68,000,000 00
5. Total amount paid in, as per books of the company.....	68,000,000 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	1,916
10. Number of stockholders in California }.....	Have no means of telling the residence of owners.
11. Amount of stock held in California }.....	

DEBT.

12. Funded debt as follows:	
Bonds.....	\$61,697,000 00
Interest paid on same during year, accrued to Decem- ber 31, 1886.....	\$3,588,120 00
13. Total amount of funded debt.....	\$61,697,000 00
14. Unfunded debt:	
Incurred for construction, equipment, or purchase of property... }	\$3,276,100 78
All other debts, current credit balances, etc..... }	
United States bonds.....	27,855,680 00
15. Total amount of unfunded debt.....	31,131,780 78
16. Total gross debt liabilities.....	\$92,828,780 78

17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:

Cash on hand	\$951,247 77	
Sinking Funds (company's)	9,543,022 83	
Other securities and debt balances	3,473,788 79	
United States Sinking Fund and transportation account	10,427,238 15	
		\$24,395,297 54

18. Total net debt liabilities

\$18,433,483 24

19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company (giving name of each):

Stockton and Copperopolis Railroad Company:	
100 bonds, \$500 each, at five per cent, principal and interest guaranteed	\$500,000 00

The bonds of the railroad companies shown below, were also guaranteed by the Central Pacific Railroad Company; but this company is released from all liability arising from such guaranty by the Southern Pacific Company, viz.:

California Pacific Railroad Company:	
1,600 bonds, \$1,000 each, at six per cent, principal and interest guaranteed	1,600,000 00
4,000 bonds, \$500 each, at six per cent, principal and interest guaranteed	2,000,000 00
2,000 bonds, \$500 each, at six per cent, principal and interest guaranteed	1,000,000 00
Northern Railway:	
3,964 bonds, \$1,000 each, at six per cent, principal and interest guaranteed	3,964,000 00
San Pablo and Tulare Railroad Company:	
1,023 bonds, \$1,000 each, at six per cent, principal and interest guaranteed	1,023,000 00
	\$10,087,000 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

11. Total cost of construction

\$153,557,630 45

Equipment.

	Number.	To Dec. 31, 1886. Cost, as per Ledger Acct.
12. Locomotives	236	\$2,941,006 81
13. Snow plows on wheels	9	37,536 02
14. Parlor cars (officers')	5	
15. Sleeping cars	40	
16. Passenger cars (passenger, 153, emigrant, 70)	223	1,650,532 65
17. Mail, baggage, and express cars	58	
17. Freight cars	1444	3,806,140 83
Other cars	555	91,722 53
18. Total for equipment (engines, 236, and cars, 5,334)		\$8,529,938 84

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. *Lands.*

- Real estate

\$1,527,127 34

20. *Stock of other Roads.*
(Included in other securities.)

21. *Bonds of other Roads.*
(Included in other securities.)

22. *Other Securities.*

(Included in other securities.)

23. *Steamboat property:*

Ferry steamers—Alameda, Amador, Capital, El Capitan, Julia, Oakland, Piedmont, Thoroughfare, and Transit. (The cost of ferry steamers is included in construction account.)

River steamers—Apache, Modoc. Barges—Ace of Spades and Yolo. (River steamers and barges were purchased by the company, in connection with real estate and other property, and the cost of each cannot be stated; the cost of the whole was on December 31, 1886, \$651,186 54.)

24. *Investments in Transportation Lines.*

(Included in other securities.)

25. *Other Property Purchased.*

Shops and rolling mills at Sacramento.....	\$1,229,490 54
(Other shops included in construction account.)	
Machinery and tools in shop.....	1,164,471 08
	\$2,393,961 62
26. Total for property purchased, etc.....	4,572,275 50
27. Whole amount of permanent investments.....	166,659,844 79
28. Property in California.....	Unable to state.
30. Cash and cash assets.....	24,395,297 54
31. Total property and assets of the company.....	*191,055,142 33

*Does not include lands granted to the company, nor unpaid balances on land sales.

32. *SINKING AND CONTINGENT FUNDS.**Showing amount of same and their purpose.*

Applicable to Redemption of what Bonds.			Received during Year.	On Hand December 31, 1886.
No.	Character.	Series.		
2	California State Aid Bonds.....		\$14,687 45	\$276,939 68
3	Central Pacific R. R. first mortgage bonds	A to D..	129,994 62	1,558,512 15
4	Central Pacific R. R. first mortgage bonds	E to I..	113,065 47	1,239,269 94
5	Western Pacific R. R. first mortgage bonds.....	A and B.	43,780 70	379,160 58
6	California and Oregon R. R. first mortgage bonds.....	A and B.	177,706 06	1,565,353 34
7	Income bonds.....		484,285 21	3,266,245 76
8	San Francisco, Oakland, and Alameda R. R. bonds.....		233,751 48	836,474 30
9	San Joaquin Valley R. R. bonds.....		69,675 67	421,037 08
	Totals		\$1,266,946 66	\$9,543,022 83

In addition to the above there are the following funds for the redemption of the company's bonds:

Cash in hands of Trustees for the land grant mortgage, to redeem land bonds	\$1,413,361 18
Sinking Fund bonds and cash in the United States Treasury.....	3,183,984 21

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

4. Land	\$16,642 55
12. Sleeping cars—three-quarters interest in twenty-seven Pullman cars...	127,350 00
14. Freight and other cars—dump cars.....	81 00
17. Any other expenditures charged to property account (specifying same):	
Construction Oregon division.....	11,261,065 41
Total.....	\$11,405,138 96
19. Property sold and credited to property account during the year (specifying same):	
Lots sold	\$5,560 42
Construction material sold	750 35
"Alabama" claims, 1863-5.....	10,011 63
Six dump cars sold.....	900 00
Twenty-seven sleepers transferred from passenger car account to Pullman car account, three quarters; and to Pullman Palace Car Company one quarter	169,800 00
	187,022 40
20. Net addition to property account for the year.....	\$11,218,116 56

Betterments and additions made to property by lessee are included on settlement under lease, and stand charged to profit and loss account.

REVENUE FOR THE YEAR.

(Included in report of Southern Pacific Company, lessee.)

17. Income derived from rent of property, other than road and equipment (specifying same):	
Net earnings derived from operations by Southern Pacific Company under lease.....	\$1,324,998 31
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.) (specifying same):	
Land bonds redeemed.....	60,000 00
Non-trust lands	8,576 00
Interest on sinking funds	463,446 66
Sinking funds of the company paid by Southern Pacific Company...	778,500 00
Sinking funds, etc., in United States Treasury paid by Southern Pacific Company.....	418,271 56
Dividends on investments.....	7,200 00
Less:	\$3,060,992 53
Miscellaneous expense	\$92,180 32
Taxes on land, etc.	34,012 70
Interest on floating debt to April, 1, 1885, paid during year	13,914 21
Operating expenses and traffic, balance for period prior to lease.....	151,072 00
Land department expenses.....	70,602 92
	361,782 15
19. Total income derived from all sources.....	\$2,699,210 38

NET INCOME, DIVIDENDS, ETC.

1. Total net income.....	\$2,699,210 38
2. Percentage of same to capital stock and net debt.....	1.98
3. Percentage of same to total property and assets.....	1.41
4. Interest accrued during the year:	
On funded debt.....	} Paid by Southern Pacific Co.
On other debt.....	
6. Date of last dividend declared, February 1, 1884.....	\$1,778,265
7. Balance for the year, or surplus.....	2,699,210 38
8. Surplus at commencement of the year	26,113,789 99
10. Total surplus, December 31, 1886	28,813,000 37
11. Paid to sinking funds, in hands of Trustees.....	1,745,218 22

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(Included in report of Southern Pacific Company, lessee.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(Included in report of Southern Pacific Company, lessee.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1886.

<i>Debits.</i>	
Cost of road	\$153,557,630 45
Cost of equipment	8,529,938 84
Other investments	4,572,275 50
Sinking funds in hands of Trustees	9,543,022 83
Cash, cash assets, and other items (specifying same):	
United States sinking fund and transportation account	10,427,238 15
Stocks and bonds	1,798,942 47
Cash on hand	951,247 77
Bills receivable	45,165 34
Accounts	216,319 80
Total	\$189,641,781 15
<i>Credits.</i>	
Capital stock	\$68,000,000 00
Funded debt	61,697,000 00
Other debts (specifying same):	
Government bonds	27,855,680 00
Unclaimed dividends	9,263 00
Bills payable	2,500 00
Accounts payable	863,981 60
Trustees' land grant mortgage	1,413,361 18
Sinking fund uninvested	986,995 00
Profit and loss (profit, if any)	28,813,000 37
Total	\$189,641,781 15

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1886.

	Debits.	Credits.
Balance to credit, January 1, 1886		\$26,113,789 99
Land bonds reduced with land sales		60,000 00
Interest on company's sinking funds		463,446 66
Sinking fund of the company (paid by S. P. Co.)		778,500 00
Sinking fund, etc., in U. S. Treasury (paid by S. P. Co.)		418,271 56
Dividends on investments		7,200 00
Net profits C. P. R. R. and associated lines for the year, under lease to S. P. Co.		1,324,998 31
Expenses paid during year by C. P. R. R. Co.:		
Miscellaneous expenses	\$92,180 32	
Taxes on land, etc.	34,012 70	
Land department expenses	\$70,602 92	
Less receipts from non-trust lands	8,576 00	
	62,026 92	
Interest on floating debt accrued prior to lease	13,914 21	
Operating expenses and traffic balances	151,072 00	
Balance	28,813,000 37	
Totals	\$29,166,206 52	\$29,166,206 52
Balance brought down January 1, 1887		28,813,000 37

DESCRIPTION OF ROAD.

1. Date when the road, or portions thereof, were opened for public use (eastward):

From Sacramento to Newcastle	Nov. 1, 1864
From Sacramento to Auburn	May 14, 1865
From Sacramento to Clipper Gap	June 19, 1865
From Sacramento to Colfax	Sept. 11, 1865
From Sacramento to Dutch Flat	July 11, 1866
From Sacramento to Alta	July 5, 1866
From Sacramento to Cisco	Dec. 3, 1866
From Sacramento to Truckee	April 3, 1868
From Sacramento to Reno	June 19, 1868
From Sacramento to Wadsworth	July 22, 1868
From Sacramento to Brown's	Aug. 21, 1868
From Sacramento to Oreana	Sept. 20, 1868
From Sacramento to Winnemucca	October 1, 1868
From Sacramento to Argenta	Nov. 19, 1868
From Sacramento to Elko	Jan. 25, 1869
From Sacramento to Carlin	March 15, 1869
From Sacramento to Terrace	May 27, 1869
From Sacramento to Promontory	May 29, 1869
From Sacramento to Ogden	May 29, 1869

1. Date when the road, or portions thereof, were opened for public use (westward):

From Sacramento to Galt	May 15, 1869
From Sacramento to Lodi	Aug. 4, 1869
From Sacramento to Stockton	Aug. 14, 1869
From Sacramento to San José	Sept. 15, 1869
From Sacramento to Alameda Wharf	Sept. 8, 1869
From Sacramento to San Francisco, about	Dec. 1, 1869

1. Date when the road, or portions thereof, were opened for public use (northward):

From Roseville Junction to Lincoln	Oct. 24, 1867
From Roseville Junction to Wheatland	Oct. 28, 1867
From Roseville Junction to Yuba	Sept. 19, 1868
From Roseville Junction to Marysville	June 1, 1869
From Roseville Junction to Nelson	May 31, 1870
From Roseville Junction to Chico	July 2, 1870
From Roseville Junction to Sesma	July 11, 1871
From Roseville Junction to Tehama	Aug. 28, 1871
From Roseville Junction to Red Bluff	Dec. 6, 1871
From Roseville Junction to Redding	Sept. 1, 1872
From Roseville Junction to Delta	Sept. 1, 1884
From Roseville Junction to Gibson	June 8, 1886
From Roseville Junction to Hazel Creek	July 16, 1886
From Roseville Junction to Dunsmuir	Aug. 23, 1886
From Roseville Junction to McCloud	Nov. 14, 1886

1. Date when the road, or portions thereof, were opened for public use (southward):

From Lathrop to Modesto	Nov. 8, 1870
From Lathrop to Merced	Jan. 25, 1872
From Lathrop to Sycamore	April 1, 1872
From Lathrop to Fresno	May 28, 1872
From Lathrop to Goshen	Aug. 1, 1872

2. Length of main line of road from Oakland wharf to terminus near Ogden

Length of main line in California	872.0769
Length of main line in other States	273.7069
	598.3700

5. Branches owned by the company

Names and description of; single or double track:	4
Oregon Branch, Roseville to McCloud, single track	227.0300
Visalia Branch, Lathrop to Goshen, single track	146.0796
San José Branch, Niles to San José, single track	17.5363
Oakland and Alameda Branches. {	
Oakland Pier to Brooklyn, 4.84—single track, 9.59	
Oakland Pier to Melrose, 8.12—double track, 7.72	
Drawbridge to Seventh and Harrison Streets, 0.49	
Mastic to Alameda Wharf, 1.88	
Fernside to Brooklyn, 1.98	
	17.3100

6. Total length of branches owned by the company

7. Total length of branches owned by the company in California

9. Length of double track on branches

10. Total length of road belonging to this company

11. Aggregate length of siding and other tracks not enumerated above

12. Same in California

13. Aggregate length of track belonging to this company computed as single track	1534.8811
14. Same in California	868.4049
15. Total length of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 50 and 60 pounds)	
16. Number of spans of bridges of twenty-five feet and upwards in California	230
Number of spans of bridges of twenty-five feet and upwards, outside State	13
17. Number of iron bridges (aggregate length, 1,504 $\frac{3}{4}$ feet) in California ..	7
Number of iron bridges (aggregate length, 432 feet) outside State ..	2
18. Number of wooden bridges (aggregate length, 17,248 feet) in California ..	51
Number of wooden bridges (aggregate length, 14,167 $\frac{1}{2}$ feet) outside State	10

Bridges Built within the Year in California.

Location.	Kind.	Material.	Length (Feet).	When Built.
Slate Creek	Straining beam	Wood	64	1885.
Two miles above Slate Creek	Straining beam	Wood	50	Jan., 1886.
Six-mile crossing, Sac. River	Trapez or del truss.	Iron	208	April, 1886.
Seven-mile crossing, Sac. River	Trapez or del truss.	Iron	200	April, 1886.

19. Number of crossings of highways at grade, in California	528
Number of crossings of highways at grade, outside State	204
20. Number of crossings of highways over railroad, in California	1
21. Number of crossings of highways under railroad, in California	9
22. Number of highway bridges eighteen feet above track, in California ..	1
24. Number of highway crossings at which gates or flagmen are maintained in California	2
25. Number of highway crossings at which electric signals are maintained, in California	2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	524
Number of highway crossings at which there are neither electric signals, gates, nor flagmen, outside State	204
27. Number of railroad crossings at grade	14
One crossing of local line at intersection of Cedar Street and Railroad Avenue, Oakland; one crossing of main line at intersection of Cedar Street and Atlantic Street, Oakland; one crossing on local and Western on Oakland Mole; one crossing of Alameda Branch at Alice Street, Oakland; one crossing of Alameda Branch near Brooklyn Station; one crossing of South Pacific Coast (narrow gauge) Railroad at Alameda; one crossing of South Pacific Coast (narrow gauge) Railroad at First and Webster Streets, Oakland; one crossing of South Pacific Coast (narrow gauge) Railroad at Seventh and Webster Streets, Oakland; one crossing of Stockton and Copperopolis Railroad at Stockton; one crossing of San Joaquin and Sierra Nevada Railroad at Lodi; one crossing of Sacramento and Placerville Railroad at Brighton; one crossing of California Pacific Railroad at Sacramento; one crossing of California Northern Railroad at Marysville; one crossing of Utah Central Railroad at Ogden. Also, five street railroad crossings in Oakland and Alameda.	
28. Number of the railroad crossings over the roads	1
Crossing of Nevada County Narrow Gauge, near Colfax.	

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

30. Names, Description, and Length of each.

(Included in the report of Southern Pacific Company, lessee.)

ROLLING STOCK.

	Number.	Average Weight.
1. Locomotives	236	
Average weight of engines in working order		83,000
Maximum weight of engines in working order	[153,140]	
2. Tenders	227	
Average weight of tenders full of fuel and water		67,000
Maximum weight of tenders full of fuel and water	[86,450]	
Average joint weight of engines and tenders		150,000
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender	[55 feet]	
4. Total length of heaviest engine and tender over all	[65 ft. 5 inches]	
5. Snow plows	9	40,000
6. Passenger cars	253	
Average weight		45,000
Maximum weight	[55,600]	
7. Mail and baggage cars	58	36,900
9. Four-wheel box freight cars	2,474	19,000
11. Four-wheel platform cars	1,894	15,000
12. Other cars	636	

14. Total number of freight cars, including coal, etc., on a basis of eight wheels (owned by Central Pacific Railroad Company)	4,737
15. Number of locomotives equipped with train brakes	236
(Kind of brake, Westinghouse.)	
16. Number of cars equipped with train brakes. Passenger, 326; freight, etc., 4,368	4,694
(Kind of brake, Westinghouse.)	
17. Number of passenger cars with Miller platform and buffer	326

MILEAGE, TRAFFIC, ETC.

(Included in report of Southern Pacific Company, lessee.)

RELATING TO PASSENGERS.

(Included in report of Southern Pacific Company, lessee.)

LIST OF ACCIDENTS IN CALIFORNIA.

(Included in report of Southern Pacific Company, lessee.)

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Series	Date.	Due.	In what Money Payable—Interest and Principal.	Interest.		Authorized Amount.	Amount of Bonds Outstanding December 31, 1886.
					Rate.	Payable.		
California State aid	-----	July 1, 1864.	July 1, 1884.	U. S. coin.	7 per cent.	Jan. and July.	\$1,500,000 00	\$284,600 00
Central Pacific, first mortgage.	A	July 1, 1865.	July 1, 1885.	U. S. coin.	6 per cent.	Jan. and July.	3,000,000 00	2,985,000 00
Central Pacific, first mortgage.	B	July 1, 1866.	July 1, 1886.	U. S. coin.	6 per cent.	Jan. and July.	1,000,000 00	1,000,000 00
Central Pacific, first mortgage.	C	July 1, 1866.	July 1, 1886.	U. S. coin.	6 per cent.	Jan. and July.	1,000,000 00	1,000,000 00
Central Pacific, first mortgage.	D	July 1, 1866.	July 1, 1886.	U. S. coin.	6 per cent.	Jan. and July.	1,390,000 00	1,383,000 00
Central Pacific, first mortgage.	E	Jan. 1, 1867.	Jan. 1, 1897.	U. S. coin.	6 per cent.	Jan. and July.	4,000,000 00	3,987,000 00
Central Pacific, first mortgage.	F	Jan. 1, 1868.	Jan. 1, 1898.	U. S. coin.	6 per cent.	Jan. and July.	4,000,000 00	3,999,000 00
Central Pacific, first mortgage.	G	Jan. 1, 1868.	Jan. 1, 1898.	U. S. coin.	6 per cent.	Jan. and July.	4,000,000 00	3,999,000 00
Central Pacific, first mortgage.	H	Jan. 1, 1868.	Jan. 1, 1898.	U. S. coin.	6 per cent.	Jan. and July.	4,000,000 00	3,980,000 00
Central Pacific, first mortgage.	I	Jan. 1, 1868.	Jan. 1, 1898.	U. S. coin.	6 per cent.	Jan. and July.	3,525,000 00	3,511,000 00
Western Pacific (old issue)	-----	Dec. 1, 1865.	Dec. 1, 1895.	U. S. coin.	6 per cent.	June and Dec.	1,970,000 00	1,111,000 00
Western Pacific, first mortgage.	A	July 1, 1869.	July 1, 1899.	U. S. coin.	6 per cent.	Jan. and July.	765,000 00	1,859,000 00
Western Pacific, first mortgage.	B	July 1, 1869.	July 1, 1899.	U. S. coin.	6 per cent.	Jan. and July.	765,000 00	765,000 00
California and Oregon	A	Jan. 1, 1868.	Jan. 1, 1888.	U. S. coin.	6 per cent.	Jan. and July.	6,000,000 00	6,000,000 00
Central Pacific, California, and Or. Div.	B	Jan. 1, 1872.	Jan. 1, 1892.	U. S. coin.	6 per cent.	Jan. and July.	7,200,000 00	5,800,000 00
San Francisco, Oakland, and Alameda	-----	July 1, 1870.	July 1, 1890.	U. S. coin.	8 per cent.	Jan. and July.	1,500,000 00	687,000 00
San Joaquin Valley	-----	Oct. 1, 1870.	Oct. 1, 1900.	U. S. coin.	6 per cent.	April and Oct.	6,080,000 00	6,080,000 00
Land grant, first mortgage.	-----	Oct. 1, 1870.	Oct. 1, 1890.	U. S. coin.	6 per cent.	April and Oct.	10,000,000 00	4,570,000 00
Land grant, second mortgage.	-----	Oct. 1, 1885.	Oct. 1, 1915.	U. S. coin.	6 per cent.	April and Oct.	10,000,000 00	5,000,000 00
Fifty year bonds of 1886.	-----	Oct. 1, 1886.	Oct. 1, 1936.	U. S. coin.	6 per cent.	April and Oct.	16,000,000 00	1,373,000 00
Income.	-----	May 1, 1878.	May 1, 1888.	U. S. coin.	8 per cent.	May and Nov.	6,000,000 00	3,285,000 00
Totals	-----						\$92,930,000 00	\$61,697,000 00

TABLE A. FUNDED DEBT—Continued.

Character of.	Series.	Bonds Sold During Year Ending December 31, 1886.	
		Amount of Bonds.	Amount Realized.
C. P., California and Oregon Division Fifty year bonds of 1886	B -----	\$2,120,000 00 1,373,000 00	\$2,120,000 00 1,373,000 00
Character of.	Bonds Redeemed During Year Ending December 31, 1886.		
	Amount.	Cost.	Discount, or Premium.
Land grant first mortgage bonds redeemed, with proceeds of land sales.....	\$60,000	\$61,500	\$1,500

12. TABLE B. U. S. GOVERNMENT BONDS ISSUED TO THE COMPANY.

BONDS.		Payable in Coin or Currency.		Interest.		Bonds.		
Character of.	Date of.	Due.	Principal and Interest.	When Payable.	Rate	Amount.	Proceeds of Sale—In Currency.	Discount—In Currency.
C. P. R. R. U. S. Bonds, 6 per cent currency	1865 to 1872	30 years from date.	U. S. currency.	Jan. and July.	6	\$25,885,120		
W. P. R. R. U. S. Bonds, 6 per cent currency	1867 to 1872	30 years from date.	U. S. currency.	Jan. and July.	6	1,970,560		
Totals						\$27,855,680	\$27,989,834	\$134,274

REMARKS.—These bonds were issued by the United States as a loan to aid in the construction of the Pacific railroads. They are to be paid back by the company, principal and interest, and annual payments are promptly made as required by law.
 The amount of currency realized in the sale of the bonds was converted into coin at a loss to the company of \$7,120,073 55; the amount received in coin being \$20,735,606 45. \$120 unsold.

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

LENGTH OF TRACK DECEMBER 31, 1886.												
State, separately, lengths within and without State. Reduce to single track by adding length of double track.	Single.			Double.		Length of Roadway—Single and Double Track.		Reduced to Single Track.				
	Iron.	Steel.		Steel.	Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Sidings.	Track and Sidings.	
Main Line and Branches.	From.	To.										
Main line without State.	State line.	Terminus, or Ogden.	40,2854	558,0846				40,2854	558,0846	68,1062	558,0846	666,4762
Main line within State.	Oakland Wharf.	State line.	35,4157	238,2912				35,4157	238,2912	127,3191	238,2912	401,0920
Oregon Branch.	Roseville.	McCloud.	115,6765	111,3535				115,6765	106,3525	36,8063	111,3535	253,8963
Yuba Branch.	Lathrop.	Near Goshen.		146,0796				146,0796	146,0796	21,4718	146,0796	167,5514
San José.	Niles.	San José.	5,9696	11,5667				5,9696	11,5667	1,5025	11,5667	19,0388
Oakland and Alameda Branches.	Oakland Pier.	Brooklyn.										
	Oakland Pier.	McRae.										
	Drawbridge.	Seventh and Harrison Sts.	2,6572	6,9328				2,6572	22,3728	1,8624	4,5196	22,3728
	Mastic.	Alameda Wh.										
	Fernside.	Brooklyn.										
Total on whole road, December 31, 1886.			200,0044	1,072,3084				200,0044	1,087,7484	247,1283	1,087,7484	1,594,8811
Total constructed during year—net increase.				34,9291					34,9291	17,1372	34,9291	52,0663
Total within the State constructed during year—net increase.										15,9395	34,9291	50,8686
Total without the State constructed during year—net increase.										1,1977		1,1977

TABLE C—Continued.

Total length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1886.					
	Within the State.			Without State.		Total.
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Length in Miles.	Average Weight per Mile (Tons).
Length of iron rail	677.4822			216.7832	894.2654	
Length of steel rail	1,059.3276			1,116.1692	2,175.4968	
Total length of iron rail replaced by steel rail during the year. {	*1.1578	47.1429	54.5820		1.1578	47.1429
	†12.3833	39.2857	486.4866		12.3833	39.2857
						486.4866

*Sixty pounds per yard.

† Fifty pounds per yard.

TABLE D.

Grants or Donations in Bonds or Money, from States, Counties, Towns, Corporations, or Individuals, not Repayable by Company.

Bonds.	Interest Payable.	Disposed of.				Remarks.
		Amount of Bonds.	Cash Realized.	Discount.	Int't accrued to Company December 31, 1886	
Character of.	By Whom.	Total of Bonds or Cash				
San Francisco County Bonds*	San Francisco County	\$400,000	\$321,752 75	\$78,247 75	\$27,865 00	The amount received for the sale of these bonds and the interest accrued to the company were credited to construction account.
San Francisco County Bonds†	San Francisco County	250,000	175,000 00	75,000 00	-----	

* The above 400 bonds were issued to the Central Pacific Railroad Company as a compromise of a claim of the company against the City and County of San Francisco, but were not a donation.

† The above 250 bonds were issued to the Western Pacific Railroad Company under the same circumstances as the 400 that were issued to the Central Pacific Railroad Company.

TABLE E. OTHER AIDS OR GRANTS, FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.

Lands Granted by the United States Government.

To what Railroad Company.	Acres per Mile.	Number of Miles	Number of Acres.			Estimated Value.†	
			Total.	Less Reserved by Gov't.	Net Total.	Per Acre.	Total.
Central Pacific	12,800	742.00	9,497,600	1,500,000	7,997,600	\$2 50	\$19,994,000 00
Western Pacific *	12,800	123.38	1,579,204	1,153,204	426,000	2 50	1,065,000 00
California and Oregon	12,800	291.00	3,724,800	-----	3,724,800	2 50	9,312,000 00
Totals					12,148,400	-----	\$30,371,000 00

* The Western Pacific Railroad Company had disposed of lands prior to its consolidation with this company.

† On account of conflicting and overlapping grants, adverse claims, arbitrary restrictions, and desert land, it is impossible to make a close estimate of the value of these lands. The value stated is derived from an estimate of the acres earned under the several Acts of Congress, and applying the rate per acre fixed by the Government for adjoining lands.

TABLE E—Continued.

Lands or property, including right of way donated by States, counties, towns, corporations, or individuals, stating in detail the amount of land granted for right of way, for stations, for shops, for storehouses, etc.

By Whom Donated.	Description of Property.
Sacramento City.....	20 $\frac{3}{4}$ acres in the slough at Sacramento.
Oakland Water Front Company.....	Land Oakland water front.
State of California.....	Half interest in Mission bay lands, San Francisco.

MEM.—No donation of lands or property other than is specified above in Tables D and E have ever been made to this company, except lands for right of way, stations, shops, and storehouses. In most instances the lands for right of way, stations, etc., were purchased by the contractors.

TABLE F. AMOUNTS PAID AND DUE ON SALES ABOVE STATED—CURRENCY AND COIN.

	Amount Due.			Amount Paid.		
	Principal.	Accrued Interest.	Total.	Principal.	Interest.	Total.
To December 31, 1886	\$1,116,657 95	\$5,652 45	\$1,122,310 40	\$5,890,592 76	\$1,427,885 69	\$7,318,478 45
During the year				\$303,043 84	\$73,146 59	\$376,190 43
<i>Net Cash Receipts in Coin, Deducting Discount on Currency and Expenses.</i>						
						Net Coin Receipts.
To December 31, 1886, prior to trust mortgage						(a) \$445,571 01
During the year subsequent to trust mortgage						\$6,872,907 44

Application of Amount Placed in Hands of Trustees for Redemption of Bonds. (To be stated in Coin.)

	Bonds Redeemed.			Total Received by Trustees.	Balance on Hand.	Discount or Premium on Bonds Redeemed.
	Number.	Amount.	Cost.			
To December 31, 1885	5,370	\$5,370,000	\$5,383,688 35	\$6,490,935 10	\$1,107,246 75	\$13,688 35
During year 1886	60	60,000	61,500 00	367,614 43		1,500 00
Total to December 31, 1886	5,430	\$5,430,000	\$5,445,188 35	(b) \$6,858,549 53	\$1,413,361 18	\$15,188 35
Cash from sales not placed in hands of Trustees				(c) \$159,928 92		
Total net receipts as above stated (a)=(b+c)				\$7,318,478 45		

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Leland Stanford, President of the Central Pacific Railroad Company, and E. H. Miller, Jr., Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1886.

LELAND STANFORD.
E. H. MILLER, JR.

Subscribed and sworn to before me this twelfth day of July, 1887.

E. B. RYAN,
Notary Public in and for the City and County of San Francisco, California.

LOS ANGELES AND INDEPENDENCE RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Charles F. Crocker, President	San Francisco, California.
Timothy Hopkins, Vice-President	San Francisco, California.
F. S. Dooty, Secretary and Treasurer	San Francisco, California.
W. V. Huntington	San Francisco, California.
W. E. Brown	San Francisco, California.
Charles Crocker	New York.

BUSINESS ADDRESS OF THE COMPANY.

Corner of Fourth and Townsend Streets.....San Francisco, California.

The Los Angeles and Independence Railroad Company was incorporated January 4, 1875.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$4,000,000 00
2. Capital stock authorized by votes of the company	4,000,000 00
3. Capital stock issued—amount paid in	502,500 00
5. Total amount paid in, as per books of the company	502,500 00
8. Par value of shares issued	100 00
9. Total number of stockholders	9
10. Number of stockholders in California	7
11. Amount of stock held in California	501,500 00
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets	17,437 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

3. Superstructure, including rails	\$362,823 90
4. Land	3,187 00
Fences	1,305 37
9. Engineering: Wharves	55,656 07
11. Total cost of construction	\$422,972 34

EQUIPMENT.	Number.	To December 31, 1886.
		Cost.
12. Locomotives	2	\$90,313 18
16. Passenger cars	3	
Baggage cars and smoker combined	1	
17. Freight cars	78	
Other cars	10	
18. Total for equipment		\$90,313 18

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

27. Whole amount of permanent investments.....	\$513,285 52
28. Property in California.....	\$513,285 52
30. Cash and cash assets.....	17,437 00
31. Total property and assets of the company.....	\$530,722 52

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

3. Superstructure, including rails—spur at Los Angeles.....	\$43 95
14. Freight and other cars—air brakes.....	4,158 13
20. Net addition to property account for the year.....	\$4,202 08

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company....	Leased.
13. Derived from rents for use of road and equipment when leased (rental).....	\$20,196 00
14. Total transportation earnings.....	\$20,196 00
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.), specifying same: Sale of land in Santa Monica.....	3,500 00
19. Total income derived from all sources.....	\$23,696 00

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local.....	Included in lease and property tax.
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV.....	\$25 50
5. Total.....	\$25 50

NET INCOME, DIVIDENDS, ETC.

1. Total net income.....	\$19,468 42
2. Percentage of same to capital stock and net debt.....	3.874
3. Percentage of same to total property and assets.....	3.668
5. Dividends declared (4 per cent) for the year. Amount.....	20,100 00
6. Date of last dividend declared.....	Feb. 27, 1886.
7. Balance for the year (deficit).....	\$631 58
9. Surplus at commencement of the year, as changed by aforesaid entries.....	18,068 58
10. Total surplus (or deficit), December 31, 1886.....	17,437 00

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(Leased.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(Leased.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1886.

Debits.

Cost of road.....	\$422,972 34
Less land sold during the year.....	3,500 00
Cost of equipment.....	\$419,472 34
Cash, cash assets, and other items (specifying same): Balance of current accounts.....	90,313 18
Total.....	\$527,222 52

Credits.

Capital stock.....	\$502,500 00
Profit and loss (profit, if any).....	24,722 52
Total.....	\$527,222 52

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1886.

	Debits.	Credits.
Balance, January 1, 1886.....		\$24,652 02
Rentals, January 1 to December 31, 1886.....		20,196 00
General expense.....	\$25 50	
Dividend No. 7.....	20,100 00	
Balance to 1887.....	24,722 52	
	\$44,848 02	\$44,848 02

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	December, 1875.
From Santa Monica to Los Angeles.....	16.83 miles.
2. Length of main line of road, from Santa Monica to Los Angeles.....	16.83 miles.
Length of main line in California.....	Completed.
3. Length of line with track laid, if road is not completed.....	16.83 miles.
10. Total length of road belonging to this company.....	1.7515 miles.
11. Aggregate length of siding and other tracks not enumerated above.....	1.7515 miles.
12. Same in California.....	18.5815 miles.
13. Aggregate length of track belonging to this company computed as single track.....	18.5815 miles.
14. Same in California.....	8
18. Number of wooden bridges (aggregate length, 1,447 feet) in California.....	12
19. Number of crossings of highways at grade, in California.....	12
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	1
27. Number of railroad crossings at grade.....	
Street railroad at Park Station.....	

ROLLING STOCK.

	No.	Average Weight.	Market Value.
1. Locomotives.....	2		
Average weight of engines in working order.....		60,000	
Maximum weight of engines in working order.....			
[60,000]			
2. Tenders.....	2		
Average weight of tenders full of fuel and water.....		25,000	
Maximum weight of tenders full of fuel and water.....			
[30,000]			
Average joint weight of engines and tenders.....		85,000	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender.....			
[41 feet 6 inches]			
4. Total length of heaviest engine and tender over all.....			
[49 feet 6 inches]			
6. Passenger cars.....	3		
Average weight.....		37,250	
Maximum weight.....			
[37,250]			
7. Mail and baggage cars.....	1	36,000	
8. Eight-wheel box freight cars.....	16	19,000	
10. Eight-wheel platform cars.....	62	15,000	
12. Other cars—track cars.....	10		
13. Total market value, cash.....			\$90,313 18

14. Total number of freight cars, including coal, etc., on a basis of eight wheels.....	78
15. Number of locomotives equipped with train brakes.....	2
(Kind of brake: vacuum.).....	
16. Number of cars equipped with train brakes.....	75
(Kind of brake: vacuum.).....	

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.				LENGTH OF TRACK DECEMBER 31, 1886.							
Main Line and Branches.			From.	To.	Single.	Length of Roadway—Single and Double Track.		Reduced to Single Track.			
						Iron.	Iron and Steel.	Track.	Sidings.	Track and Sidings.	
Main line within State.....			Santa Monica....	Los Angeles	16.83	16.83	16.83	16.83	Iron.	Iron. (b)	Iron and Steel.
Total on whole road, December 31, 1886.....						16.83	16.83	16.83	16.83	1.7515	18.5815
The length of rail is double the length of single track, column (b) above.					December 31, 1886.						
					Within the State.			Total.			
					Length in Miles.	Average Weight per Mile.	Total Weight (Tons)	Length in Miles.	Average Weight per Mile.	Total Weight (Tons).	
Length of iron rail					37.1630	39.3352	1461.814	37.1630	39.3352	1461.814	

STATE OF CALIFORNIA, }
County of San Francisco. } ss.

Chas. F. Crocker, President of the Los Angeles and Independence Railroad Company, and F. S. Douty, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-four sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1886.

CHAS. F. CROCKER.
F. S. DOUTY.

Subscribed and sworn to before me, this fifteenth day of June, 1887.

E. B. RYAN,
Notary Public in and for the City and County of San Francisco.

LOS ANGELES AND SAN DIEGO RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Charles F. Crocker, President.....	San Francisco.
N. T. Smith, Treasurer.....	Alameda.
J. L. Willcutt, Secretary.....	Oak and.
Leland Stanford.....	San Francisco.
E. H. Miller, Jr.....	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Los Angeles and San Diego Railroad Company.....San Francisco, California.

The Los Angeles and San Diego Railroad Company was incorporated October 10, 1876.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$5,600,000 00
3. Capital stock issued (number of shares, 5,708); amount paid in.....	570,800 00
5. Total amount paid in, as per books of the company.....	570,800 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	10
10. Number of stockholders in California.....	8
11. Amount of stock held in California.....	508,550 00

DEBT.

12. Funded debt as follows:	
Bonds.....	\$556,000 00
Interest paid on same during year.....	\$33,360
13. Total amount of funded debt.....	\$556,000 00
16. Total gross debt liabilities.....	\$556,000 00
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand.....	52,470 55
18. Total net debt liabilities.....	\$503,529 45

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

11. Total cost of construction.....	\$1,118,071 44
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32. SINKING AND CONTINGENT FUNDS.

Showing amount of same, and their purpose.

Applicable to Redemption of What Bonds.	Terms and Conditions of Funds.
Character.	
First mortgage.....	Sinking fund, \$12,000 yearly. To commence year 1900.

NET INCOME, DIVIDENDS, ETC.

1. Total net income.....	\$33,384 00
4. Interest accrued during the year:	
On funded debt	33,360 00
7. Balance for the year, surplus.....	\$24 00
8. Deficit at commencement of the year.....	\$3,028 45
Deduct entries made in profit and loss account during the year, not included in the foregoing statement.....	8,224 56
9. Deficit at commencement of the year, as changed to surplus by aforesaid entries.....	5,196 11
10. Total surplus, December 31, 1886.....	\$5,220 11

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1886.

<i>Debits.</i>	
Cost of road	\$1,118,071 44
Cash	52,470 55
Total	\$1,170,541 99
<i>Credits.</i>	
Capital stock	\$570,800 00
Funded debt	556,000 00
Other debts (specifying same):	
Texas Pacific lands.....	38,521 88
Profit and loss (profit).....	5,220 11
Total	\$1,170,541 99

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1886.

	Debits.	Credits.
To balance December 31, 1885	\$3,028 45	
General expenses	3 25	
Interest on bonds.....	33,360 00	
Balance carried down.....	5,220 11	
By road earnings		\$33,384 00
Interest		265 00
Texas Pacific land account.....		7,962 81
	\$41,611 81	\$41,611 81
By balance brought down.....		5,220 11

DESCRIPTION OF ROAD.

		Date of Opening.
1. Date when the road or portions thereof were opened for public use:		
From Florence to Nietos		April 15, 1874.
From Nietos to Anaheim		Jan. 14, 1875.
From Anaheim to Santa Ana		Dec. 17, 1877.
2. Length of main line of road from Florence to Santa Ana		27.82
Length of main line in California		27.82
10. Total length of road belonging to this company		27.82
11. Aggregate length of siding and other tracks not enumerated above		2.65
12. Same in California		2.65
13. Aggregate length of track belonging to this company computed as single track		30.47
14. Same in California		30.47
19. Number of crossings of highways at grade, in California		37
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California		37
37. Number of stations on all roads owned by this company		10
38. Same in California		10
40. Miles of telegraph owned by this company		33.06
41. Number of telegraph offices in company stations		7
43. Number of telegraph stations operated jointly by railroad and telegraph companies		7

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.		Date.	Due.	In what Money Payable.	
				Interest.	Principal.
First mortgage		July 1, 1880.	July 1, 1910.	Gold	Gold
Interest.		Authorized Amount.	Total Issued December 31, 1886.	Accrued Interest During Year.	Amount of Bonds Outstanding December 31, 1886.
Rate.	Payable.				
6	Jan. and July ..	\$2,800,000 00	\$556,000 00	\$33,360 00	\$556,000 00

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.		LENGTH OF TRACK DECEMBER 31, 1886.						
		Single.		Length of Roadway—Single and Double Track.		Reduced to Single Track.		
		Iron.	Iron.	Iron.	Iron and Steel.	Track.	Sidings.	Track and Sidings.
Main Line and Branches.	From.			To.				
Main line within State.	Florence	27.82	27.82	Santa Ana	27.82	27.82	Iron.	Iron. (b)
							2.65	30.47
Total on whole road, December 31, 1886.		27.82	27.82		27.82	27.82	2.65	30.47
December 31, 1886.								
The length of rail is double the length of single track, column (b) above.		Within the State.			Total.			
		Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	
Length of iron rail.		60.94	44.00	2,681.36	60.94	44.00	2,681.36	

STATE OF CALIFORNIA, }
County of San Francisco. } ss.

Charles F. Crocker, President of the Los Angeles and San Diego Railroad Company, and J. L. Willcutt, Secretary of said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1886.

CHAS. F. CROCKER.
J. L. WILLCUTT.

Subscribed and sworn to before me, this twenty-fifth day of July, 1887.

E. B. RYAN,
Notary Public in and for the City and County of San Francisco.

LOS ANGELES AND SAN GABRIEL VALLEY RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

J. F. Crank, President.....	Los Angeles City.
S. P. Jewett, Vice-President.....	Los Angeles City.
S. Washburn, Secretary and Treasurer.....	Los Angeles City.
Farmers' and Merchants' Bank, Treasurer.....	Los Angeles City.
J. D. Bicknell.....	Los Angeles.
A. Bridgen.....	Los Angeles.

BUSINESS ADDRESS OF THE COMPANY.

Los Angeles and San Gabriel Valley Railroad Company, Los Angeles, Los Angeles County, California.

The Los Angeles and San Gabriel Railroad Company was incorporated September 5, 1883.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$600,000 00
2. Capital stock authorized by votes of company.....	600,000 00

DEBT.

12. Funded debt as follows:	
Bonds.....	\$375,000 00
13. Total amount of funded debt.....	\$375,000 00
14. Unfunded debt:	
All other debts, current credit balances, etc.....	\$10,630 63
15. Total amount of unfunded debt.....	10,630 63
16. Total gross debt liabilities.....	\$385,630 63
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such security and debt balances as represent cash assets:	
Cash on hand.....	\$5,649 32
Materials and supplies on hand.....	933 81
Other securities and debt balances.....	3,942 57
	10,525 70
18. Total net debt liabilities.....	\$375,104 93

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

11. Total cost of construction	\$536,207 52
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Equipment.

18. Total for equipment	\$65,658 78
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PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

26. Total for property purchased, etc.	\$601,866 30
29. Amount of supplies and materials on hand.	933 81
30. Cash and cash assets	9,591 89
31. Total property and assets of the company	\$612,392 00

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

17. Any other expenditures charged to property account (specifying the same):	
Miscellaneous expenditures, account of original construction of road	\$500,000 00
18. Total	\$596,413 93
20. Net addition to property account for the year	596,413 93

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	\$56,781 35
4. Derived from other sources belonging to passenger department	605 72
5. Derived from express and extra baggage	334 35
6. Derived from mails	500 75
7. Total earnings from passenger department	\$58,222 17
8. Derived from local freight on roads operated by this company	\$37,068 31
11. Derived from other sources belonging to freight department	28 00
12. Total earnings from freight department	\$37,096 31
14. Total transportation earnings	\$95,318 48
19. Total income derived from all sources	\$95,318 48

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$46,381 43
2. Percentage of same to capital stock and net debt	04.8
3. Percentage of same to total property and assets	07.6
7. Balance for the year, or surplus	46,381 43
8. Surplus at commencement of the year	\$5,135 94
Deduct entries made in profit and loss account during the year, not included in the foregoing statement	48,810 44
9. Deficit at commencement of year, as changed by aforesaid entries	43,674 50
10. Total surplus December 31, 1886	\$2,706 93

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from Passenger Department, as per "Revenue for the Year," No. 7	\$58,222 17
---	-------------

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from Freight Department, as per "Revenue for the Year," No. 12	\$37,096 31
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GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1886.

<i>Debits.</i>	
Cost of road	\$536,207 52
Cost of equipment	65,658 78
Supplies and materials on hand	933 81
Cash, cash assets, and other items (specifying same)	10,537 45
Cash	\$5,649 32
Due from station agents	807 25
Due from sundry persons	4,080 88
Trustees' account bonds	375,000 00
Total	\$988,337 56
<i>Credits.</i>	
Capital stock	\$600,000 00
Funded debt	375,000 00
Other debts (specifying same)	10,630 63
Profit and loss (profit, if any)	2,706 93
Total	\$988,337 56

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1886.

	Debits.	Credits.
Credit:		
Balance from 1885		\$5,135 94
Earnings—1886		95,318 48
Expenses—1886	\$48,937 05	
Charged off to capital stock	47,688 74	
Real estate	1,121 70	
Contra:		
Balance	2,706 93	
	\$100,454 42	\$100,454 42
Balance brought down		2,706 93

DESCRIPTION OF ROAD.

1. Date when the road, or portions thereof, were opened for public use:	
From Los Angeles to Pasadena	Sept. 17, 1885.
From Pasadena to Olivewood	Oct. 7, 1885.
From Olivewood to Lamanda Park	Nov. 7, 1885.

ROLLING STOCK.

	No.	Average Weight.
1. Locomotives	3	
Average weight of engines in working order		30 tons.
2. Tenders	3	
Average weight of tenders full of fuel and water		16 tons.
Average joint weight of engines and tenders		46 tons.
4. Total length of heaviest engine and tender over all		[50 feet.]
6. Passenger cars	5	30,000 lbs.
8. Eight-wheel box freight cars	10	
10. Eight-wheel platform cars	13	
12. Other cars	2	
14. Total number of freight cars, including coal, etc., on a basis of eight wheels		23
15. Number of locomotives equipped with train brakes		3
16. Number of cars equipped with train brakes		23
17. Number of passenger cars with Miller platform and buffer		5

STATE OF CALIFORNIA, }
County of San Bernardino. } ss.

Giles Kellogg, Auditor of the California Central Railway Company, successor to the San Gabriel Valley Railroad Company, being duly sworn, deposes and says that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of successors of said company, from its books and records, under their direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1886.

GILES KELLOGG,
Auditor California Central Railway Company.

Subscribed and sworn to before me, this twentieth day of October, 1887.

J. P. HIGHT, Notary Public.

MONTEREY RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Charles Crocker, President	San Francisco.
Charles F. Crocker, Vice-President	San Francisco.
N. T. Smith, Treasurer	Alameda.
J. S. Willcutt, Secretary	Oakland.
Timothy Hopkins	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Monterey Railroad Company San Francisco.

The Monterey Railroad Company was incorporated January 24, 1880.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$250,000 00
3. Capital stock issued [number of shares, ---]; amount paid in	250,000 00
5 Total amount paid in, as per books of the company	250,000 00
8. Par value of shares issued	100 00
9. Total number of stockholders	10
10. Number of stockholders in California	8
11. Amount of stock held in California	185,400 00

DEBT.

12. Funded debt, as follows:	
Bonds	\$230,000 00
Interest paid on same during year	\$11,500 00
13. Total amount of funded debt	\$230,000 00
14. Unfunded debt:	
Sinking fund	5,000 00
16. Total gross debt liabilities	\$235,000 00
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand	19,311 90
18. Total net debt liabilities	\$215,688 10

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry.....	\$494,064 15
2. Bridging.....	
3. Superstructure, including rails.....	
4. Land.....	
Land damages.....	
Fences.....	
5. Passenger and freight stations.....	6,000 00
6. Engine houses and car sheds (turntables included in track).....	802 84
7. Machine shops, including machinery and tools.....	100 00
11. Total cost of construction.....	\$500,966 00

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

27. Whole amount of permanent investments.....	\$500,966 99
28. Property in California.....	500,966 99
30. Cash and cash assets.....	19,311 90
31. Total property and assets of the company.....	520,278 89

32. SINKING AND CONTINGENT FUNDS.

Showing amount of same and their purpose.

Applicable to Redemption of what Bonds.	Terms and Con- ditions of Funds.	Total to December 31, 1886.			Received During Year.	Applied During Year.	On Hand Decem- ber 31, 1886.
		In- vested.	Ap- plied.	On Hand.			
First mortgage.	Sinking Fund, \$5,000 yearly. Commenced year 1882.....	\$25,000	\$20,000	\$5,000	\$5,000	-----	\$5,000

NET INCOME, DIVIDENDS, ETC.

1. Total net income.....	\$20,400 00
2. Percentage of same to capital stock and net debt.....	20,400 00
3. Percentage of same to total property and assets.....	20,400 00
4. Interest accrued during year:	
On funded debt.....	11,500 00
7. Balance for the year (surplus).....	8,900 00
8. Surplus at commencement of the year.....	\$13,146 58
Deduct entries made in profit and loss account during the year, not included in the foregoing statement.....	1,767 69
9. Surplus at commencement of the year, as changed by aforesaid entries..	11,378 89
11. Paid to sinking funds, in hands of Trustees.....	5,000 00

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1886.

Debits.

Cost of road.....	\$500,966 99
Cash.....	19,311 90
Total.....	\$520,278 89

Credits.

Capital stock.....	\$250,000 00
Funded debt.....	230,000 00
Other debts (specifying same):	
Redeemed bonds.....	20,000 00
Sinking fund.....	5,000 00
Profit and loss (profit, if any).....	15,278 89
Total.....	\$520,278 89

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1886.

	Debits.	Credits.
General expenses.....	\$12 50	
Taxes.....	2,150 19	
Interest on bonds.....	11,500 00	
Sinking fund.....	5,000 00	
Balance.....	15,278 89	
Balance December 31, 1885.....		\$13,146 58
Interest on open accounts.....		395 00
Road earnings.....		20,400 00
	\$33,941 58	\$33,941 58
Balance brought down.....		15,278 89

DESCRIPTION OF ROAD (MARCH 1, 1885).

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From Castroville to Morocojo.....	January 11, 1880.
From Morocojo to Martins.....	
From Martins to Bardins.....	
From Bardins to Monterey.....	
From Bardins to Del Monte.....	Sept. 12, 1881.
From Del Monte to Monterey.....	
2. Length of main line of road from Castroville to Monterey.....	15.12
Length of main line in California.....	15.12
10. Total length of road belonging to this company.....	15.12
11. Aggregate length of siding and other tracks not enumerated above.....	1.60
12. Same in California.....	1.60
13. Aggregate length of track belonging to this company computed as single track.....	16.72
14. Same in California.....	16.72
15. Total length of steel rail in tracks belonging to this company, not including steel top rail.....	30.24
19. Number of crossings of highways at grade, in California.....	5
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	5
37. Number of stations on all roads owned by this company.....	6
38. Same in California.....	6
40. Miles of telegraph owned by this company.....	15.12
41. Number of telegraph offices in company stations.....	3
42. Number of telegraph stations operated jointly by railroad and telegraph companies.....	3

12. TABLE A. FUNDED DEBT.

To include all bonds payable by the Company, except United States Government Bonds.

Character of.		Date.	Due.	In what Money Payable.	
				Interest.	Principal.
First mortgage.....	April 1, 1880.....	April 1, 1900.....	Gold.....	Gold.....	
Interest.		Authorized Amount.	Total Issued December 31, 1886.	Accrued Interest During Year.	Amount of Bonds Outstanding December 31, 1886.
Rate.	Payable.				
5	Oct. 1 and April 1.	\$250,000 00	\$250,000 00	\$11,500 00	\$230,000 00

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

LENGTH OF TRACK DECEMBER 31, 1883.									
State, separately, lengths within and without State. Reduce to single track by adding length of double track.	Single.		Length of Roadway—Single and Double Track.		Reduced to Single Track.				
	Single.		Steel.	Iron and Steel.	Track.	Sidings.	Track and Sidings.		
	Steel.	To.	Steel.	Iron and Steel.	Steel.	Iron.	Iron.	Steel.	Iron and Steel.
Main Line and Branches.		From.							
Main line within State	15.12	Castroville	15.12	15.12	15.12	1.60	1.60	(^c) 15.12	16.72
Total on whole road, March 1, 1885	15.12	Monterey	15.12	15.12	15.12	1.60	1.60	15.12	16.72
Total constructed during year						0.17	0.17		0.17
Total within the State constructed during year						0.17	0.17		0.17
March 1, 1885.									
The length of rail is double the length of single track, columns (b) and (c) above.	Within the State.				Total.				
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).			
Length of iron rail	3.20	44.00	140.80	3.20	44.00	140.80			
Length of steel rail	30.24	39½	1,188.00	30.24	39½	1,188.00			
Total length of iron rail laid during the year	0.34	44.00	14.93	0.34	44.00	14.93			

STATE OF CALIFORNIA, }
County of San Francisco. } ss.

Charles F. Crocker, Vice-President of the Monterey Railroad Company, and J. S. Willcutt, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1886.

CHARLES F. CROCKER.
J. S. WILLCUTT.

Subscribed and sworn to before me this twenty-fifth day of July, 1887.

E. B. RYAN,
Notary Public in and for the City and County of San Francisco, California.

NORTHERN CALIFORNIA RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.*

N. D. Rideout, President.....	Marysville, California.
A. J. Binney, General Manager.....	Marysville, California.
M. B. Langhorne, Secretary and Treasurer	San Francisco, California.
N. Luning	San Francisco, California.
George Whittell.....	San Francisco, California.

BUSINESS ADDRESS OF THE COMPANY.

Northern California Railroad Company..... Marysville, California.

The Northern California Railroad Company was incorporated September 6, 1884.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$320,000 00
2. Capital stock authorized by votes of company.....	320,000 00
3. Capital stock issued [number of shares, 3,200].	
5. Total amount paid in, as per books of the company.....	All.
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	5
10. Number of stockholders in California.....	5
11. Amount of stock held in California.....	All.

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

(Road and equipment, in running order, purchased at Commissioners' mortgage foreclosure sale, January 22, 1881.)

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company....	\$16,504 30
5. Derived from express and extra baggage.....	1,734 65
6. Derived from mails.....	1,228 63
7. Total earnings from passenger department.....	\$19,467 58
12. Total earnings from freight department.....	32,543 49
14. Total transportation earnings.....	\$52,011 07
15. Earnings per mile of road operated.....	\$1,962 68
16. Earnings per train mile (total passenger and freight).....	2 68

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local	\$2,384 31
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	2,208 21
5. Total	<u>\$4,592 52</u>

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	\$6,000 91
4. New ties (number); cost	1,225 62
5. Repairs of bridges	1,377 13
6. Repairs of buildings and fixtures (stations and turntables)	303 58
10. Repairs of locomotives	1,934 51
14. Fuel for engines and cars: Number of cords of wood; cost	2,801 56
17. Oil and waste, and locomotive supplies	514,55
19. Total	<u>\$14,157 86</u>
20. Proportion of same to passenger department	} Perhaps equal.
21. Proportion of same to freight department	

Class III—Passenger traffic expenses.

4. Salaries, wages, and incidentals of passenger trains	\$4,099 14
5. Salaries, wages, and incidentals of passenger stations	7,055 78
7. Amount paid other roads for balance of mileage of passenger cars	67 60
8. Total	<u>\$11,222 52</u>

Class IV—Freight traffic expenses.

1. Repairs of freight cars	\$1,273 48
3. Damages and gratuities, freight	{ Cattle killed.....\$165 00 Freight.....53 76
8. Total	
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	<u>\$1,492 24</u>
10. Per train mile (total passenger and freight)	\$31,465 14
11. Percentage of expenses to total transportation earnings	\$1 62 60

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$20,545 93
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EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(Mixed trains only.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(Mixed trains only.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1886.

Debits.

Cost of road (original cost, \$850,000)	\$320,000 00
Total	<u>\$320,000 00</u>

Credits.

Capital stock	\$320,000 00
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PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1886.

Profit	\$20,545 93
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DESCRIPTION OF ROAD.

2. Length of main line of road from Marysville to Oroville.....	26½ miles.
Length of main line in California.....	All.
10. Total length of road belonging to this company.....	26½ miles.
11. Aggregate length of siding and other tracks not enumerated above...	1 mile.
16. Number of spans of bridges of twenty-five feet and upwards, in California.....	1
18. Number of wooden bridges in California.....	24
27. Number of railroad crossings at grade.....	1

ROLLING STOCK.

1. Locomotives.....	2
2. Tenders.....	2
6. Passenger cars.....	2
7. Mail and baggage cars.....	1
8. Eight-wheel box freight cars.....	6
10. Eight-wheel platform cars.....	13
12. Other cars.....	3

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains.....	19,345
2. Rate of speed of express passenger trains, including stops.....	} 20 miles per hour.
3. Rate of speed of accommodation trains, including stops.....	
15. Highest rate of fare per mile for any distance (excluding one mile)...	7.54 cents.
16. Lowest rate of fare per mile for any distance (single fare).....	5.55 cents.
21. Highest rate of freight per ton per mile for any distance (first class)...	11.32 cents.
22. Lowest rate of freight per ton per mile for any distance.....	2.64 cents.
30. Number of persons regularly employed by company, including officers.....	28
Average monthly pay of engine drivers.....	\$90 00
Average monthly pay of passenger conductors.....	} 60 00
Average monthly pay of freight conductors.....	
Average monthly pay of baggage masters.....	55 00
Average monthly pay of brakemen, flagmen, and switchmen.....	50 00
Average monthly pay of section men.....	40 00
Average monthly pay of laborers.....	40 00

LIST OF ACCIDENTS IN CALIFORNIA.

Passengers killed.....	1
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STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

May 11, 1886, 5:30 P. M.—Passenger train to Oroville, at about one mile north from Marysville Depot, Mic. Farron fell on the railroad track from forward platform step of the passenger coach, causing his death in about an hour thereafter—cause, intoxicated.

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			LENGTH OF TRACK DEC. 31, 1886.	
			Single.	
Main Line and Branches.	From.	To.	Iron.	Steel.
Main line within State.....	Marysville....	Oroville.....	25	1½

STATE OF CALIFORNIA, }
County of Yuba. } ss.

A. J. Binney, General Manager of the Northern California Railroad Company, being duly sworn, deposes and says, that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under my direction and supervision; that I, the deponent, have carefully examined the same, and that as now furnished by me to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of my knowledge, and, as I verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1886.

ANDREW. J. BINNEY.

Subscribed and sworn to before me, this twenty-seventh day of May, 1887.

A. S. BROOKS, Notary Public.

NORTHERN RAILWAY COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

W. V. Huntington, President.....	San Francisco.
Charles F. Crocker, Vice-President.....	San Francisco.
E. H. Miller, Jr., Treasurer.....	San Francisco.
Timothy Hopkins, Secretary.....	San Francisco.
Leland Stanford.....	San Francisco.
Charles Crocker.....	New York.

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner of Fourth and Townsend Streets..... San Francisco.

The Northern Railway Company was incorporated July 19, 1871.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$8,400,000 00
2. Capital stock authorized by votes of company.....	8,400,000 00
3. Capital stock issued [number of shares, 61,905]; amount paid in.....	6,190,500 00
5. Total amount paid in, as per books of the company.....	6,190,500 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	20
10. Number of stockholders in California.....	18
11. Amount of stock held in California.....	6,122,500 00

DEBT.

12. Funded debt as follows:	
Bonds.....	\$3,964,000 00
Interest paid on same during year.....	\$252,840
13. Total amount of funded debt.....	\$4,464,000 00
14. Unfunded debt:	
All other debts, current credit balances, etc.....	133,920 00
16. Total gross debt liabilities.....	\$4,597,920 00
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand.....	328,051 50
18. Total net debt liabilities.....	\$4,269,868 50

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

11. Total cost of construction.....	\$11,552,801 99
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Equipment.

17. Freight cars:	
Hand cars and section cars.....	\$3,256 38
18. Total for equipment.....	\$3,256 38

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

23. Steamboat Property.

Steam ferryboat "Solano"	\$500,000 00
Total for property purchased, etc.	\$11,552,801 99
30. Cash and cash assets	328,051 50
31. Total property and assets of the company	\$11,880,853 49

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	}	\$712 70
2. Bridging		
3. Superstructure, including rails		
4. Land		180 00
5. Passenger and freight stations		99 59
8. Engineering, agencies, salaries, and other expenses during construction:		
Culverts and ditch		1,878 14
Wharves		695 39
Steamer "Solano"		500,000 00
18. Total		\$503,565 82
20. Net addition to property account for the year		\$503,565 82

REVENUE FOR THE YEAR.

(See lessee's report.)

13. Derived from rents for use of road and equipment when leased	\$507,500 00
Less taxes	\$1,811 81
Less general expense	1,033 76
	2,845 57
14. Total transportation earnings	\$504,654 43
17. Income derived from rent of property, other than road and equipment (specifying same):	
Rent of land (Oakland)	\$208 00
19. Total income derived from all sources	\$504,862 43

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

(Reported by lessee.)

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$504,862 43
2. Percentage of same to capital stock and net debt	4.82
3. Percentage of same to total property and assets	4.25
4. Interest accrued during the year:	
On funded debt	252,840 00
5. Dividends declared (2 per cent) for the year—amount	\$123,810
6. Date of last dividend declared	March 30, 1886 (No. 5).
7. Balance for the year, or surplus	\$252,022 43
8. Surplus at commencement of the year	\$967,477 44
Deduct or add entries made in profit and loss account during the year, not included in the foregoing statement—dividend	123,810 00
9. Surplus at commencement of the year, as changed by aforesaid entries	843,667 44
10. Total surplus, December 31, 1886	\$1,095,689 87

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(Reported by lessee.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(Reported by lessee.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1886.

<i>Debits.</i>	
Cost of road	\$11,552,801 99
Cost of equipment	3,256 38
Cash, cash assets, and other items (specifying same)	328,051 50
Total	\$11,884,109 87
<i>Credits.</i>	
Capital stock	\$6,190,500 00
Funded debt	4,464,000 00
Other debts (specifying same):	
Unpaid coupons	133,920 00
Profit and loss (profit, if any)	1,095,689 87
Total	\$11,884,109 87

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1886.

	Debits.	Credits.
Rental		\$507,500 00
Taxes	\$1,811 81	
General expenses	1,033 76	
Interest	252,840 00	
Balance	251,814 43	
	\$507,500 00	\$507,500 00
Profit		251,814 43

DESCRIPTION OF ROAD.

- Date when the road or portions thereof were opened for public use:
 - San Pablo Division*—
 - From West Oakland to Shell Mound..... Aug. 16, 1876.
 - From Shell Mound to Martinez
 - From Benicia to Suisun..... Jan. 9, 1878.
 - Dec. 28, 1879.
 - Northern Division*—
 - From Woodland to Willows..... July 1, 1876.
 - From Williams to Willows..... Oct. 3, 1878.
 - From Willows to Orland
 - From Orland to Tehama..... July 31, 1882.
 - Sept. 27, 1882.
- Length of line with track laid, if road is not completed..... 148,2240
- Length of double track on main line..... 4,6812
- Total length of road belonging to this company..... 148,2240
- Aggregate length of siding and other tracks not enumerated above... 42,8300
- Same in California..... 42,8300
- Aggregate length of track belonging to this company computed as single track
- Same in California..... 195,7352
- Total length of steel rail in tracks belonging to this company, not including steel top rail (weight per yard, fifty pounds)
- Number of crossings of highways at grade, in California..... 104
- Number of crossings of highways over railroad, in California..... 3
- Number of highway bridges eighteen feet above track, in California... 3
- Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California
- Number of railroad crossings at grade..... 107
- California and Nevada Narrow Gauge Railroad at Emory. 5
- Tramway at Pinole.
- Tramway at powder works, near Pinole.
- Tramway at Martinez.
- Colusa Railroad, Colusa Junction.
- Number of railroad crossings under other railroads (specifying each)... 1
- California Redwood Company's track, Tunnel No. 1.

ROLLING STOCK.

12. Other cars (hand cars and section cars).....	\$3,256 38
13. Total market value.....	\$3,256 38

MILEAGE, TRAFFIC, ETC.

(See lessee's report.)

RELATING TO PASSENGERS.

(See lessee's report.)

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
First mortgage...	Jan. 1, 1877..	Jan. 1, 1907..	Gold.....	-----	6	Jan. and July.
Authorized Amount.	Total Issued December 31, 1886.	Accrued Interest.		Amount of Bonds Outstanding December 31, 1886.		
		During Year.	Overdue.			
\$6,300,000 00	\$3,964,000 00	\$252,840 00	-----	\$3,964,000 00		

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

LENGTH OF TRACK DECEMBER 31, 1886.																					
Main Line and Branches.				From.		To.		Single.		Double.		Length of Roadway—Single and Double Track.		Reduced to Single Track.							
														Track.		Sidings.		Track and Sidings.			
		Iron.		Steel.		Iron.		Steel.		Iron.		Steel.		Iron.		Steel.		Iron and Steel.			
Main line within State—				Oakland		Junction S. P. & T. R. R., near Martinez.				26,3419		31,0231				35,7043		60,1351			
Main line within State—				Benicia		Suisun				16,3428		16,3428				16,3428		21,6588			
Total on whole road, December 31, 1886—								24,6588		118,8840		4,6812		24,6588		128,2464		195,7352			
Total constructed during year—														4,4225		0,4225		0,4225			
Total within the State constructed during year—														4,4225		0,4225		0,4225			
														December 31, 1886.							
The length of rail is double the length of single track, columns (b) and (c) above.														Within State.				Total.			
														Length in Miles.		Average Weight per Mile (Tons).		Total Weight (Tons).		Length in Miles.		Average Weight per Mile (Tons).		Total Weight (Tons).
Length of iron rail—										134,9776		44,0000		5,939,0144		134,9776		5,939,0144			
Length of steel rail—										0,9878		39,2857		38,8064		0,9878		38,8064			
Total length of iron rail laid during the year—construction of sidings—										44,0000		37,1800		37,1800		44,0000		37,1800			
Total length of steel rail laid during the year—after taking up iron rail—										39,2857		38,8064		38,8064		39,2857		38,8064			
Total length of iron rail replaced by steel rail during the year—										44,0000		43,4632		43,4632		44,0000		43,4632			

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

W. V. Huntington, President of the Northern Railway Company, and Timothy Hopkins, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-four sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1886.

W. V. HUNTINGTON.
TIMOTHY HOPKINS.

Subscribed and sworn to before me, this twenty-first day of May, 1887.

E. B. RYAN,
Notary Public in and for the City and County of San Francisco.

PAJARO AND SANTA CRUZ RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Charles F. Crocker, President.....	San Francisco.
A. C. Bassett, Vice-President.....	San Francisco.
N. T. Smith, Treasurer.....	Alameda.
J. S. Willcutt, Secretary.....	Oakland.
Timothy Hopkins.....	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Pajaro and Santa Cruz Railroad Company.....San Francisco, California.

The Pajaro and Santa Cruz Railroad Company was incorporated June 3, 1884, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
Pajaro and Santa Cruz Railroad Company.....	November 8, 1884.
Loma Prieta Railroad Company.....	July 10, 1882.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$650,000 00
3. Capital stock issued [number of shares, 6,500]; amount paid in.....	650,000 00
5. Total amount paid in, as per books of the company.....	650,000 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	11
10. Number of stockholders in California.....	11
11. Amount of stock held in California.....	650,000 00

DEBT.

12. Funded debt as follows:	
Bonds.....	\$530,000 00
Interest paid on same during year.....	\$31,800
13. Total amount of funded debt.....	\$530,000 00
14. Unfunded debt:	
All other debts, current credit balances, etc.....	\$15,900 00
16. Total gross debt liabilities.....	\$1,195,900 00
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand.....	46,764 21
18. Total net debt liabilities.....	\$1,149,135 79

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

11. Total cost of construction	\$1,148,827 15
--------------------------------------	----------------

PROPERTY PURCHASED AND ON HAND NOT MENTIONED IN THE FOREGOING ACCOUNTS.

27. Whole amount of permanent investments	\$1,148,827 15
28. Property in California	1,148,827 15
30. Cash and cash assets	46,764 21
31. Total property and assets of the company	1,195,591 36

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$31,800 00
4. Interest accrued during the year:	
On funded debt	31,800 00
8. Deficit at commencement of the year	\$736 64
Deduct entries made in profit and loss account during the	
year, not included in the foregoing statement	428 00
9. Deficit at commencement of the year, as changed by aforesaid entries ..	308 64
10. Total deficit December 31, 1886	308 64

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1886.

<i>Debits.</i>		
Cost of road		\$1,148,827 15
Cash		46,764 21
Profit and loss (loss, if any)		308 64
Total		\$1,195,900 00
<i>Credits.</i>		
Capital stock		\$650,000 00
Funded debt		530,000 00
Other debts (specifying the same):		
Coupons (due January 1, 1887)		15,900 00
Total		\$1,195,900 00

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1886.

	Debits.	Credits.
To balance December 31, 1885	\$736 64	
To general expenses	12 00	
To interest (on bonds)	31,800 00	
By road earnings		\$31,800 00
By interest on open accounts		440 00
By balance		308 64
	\$32,548 64	\$32,548 64
To balance brought down	308 64	

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:		
From Pajaro to Santa Cruz.....	}	Consolidated June 3, 1884.
From Aptos to Monte Vista.....		
2. Length of main line of road, from Pajaro to Santa Cruz.....		21.20 miles.
5. Branches owned by the company—name and description of; single or double track:		
Lomo and Prieta Branch, from Aptos to Monte Vista; single track.....		5 miles.
6. Total length of branches owned by the company.....		5 miles.
7. Total length of branches owned by the company in California.....		5 miles.
10. Total length of road belonging to this company.....		26.20 miles.
11. Aggregate length of siding and other tracks not enumerated above...		3.16 miles.
12. Same in California.....		3.16 miles.
13. Aggregate length of track belonging to this company computed as single track.....		29.36 miles.
14. Same in California.....		29.36 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California.....		13
18. Number of wooden bridges (aggregate length, 1,207 feet) in California.....		11
19. Number of crossings of highways at grade, in California.....		25
20. Number of crossings of highways over railroad, in California.....		6
21. Number of crossings of highways under railroad, in California.....		2
22. Number of highway bridges eighteen feet above track, in California.....		6
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....		33
27. Number of railroad crossings at grade.....		2
At Santa Cruz, crossing the South Pacific Coast Railroad.....		
37. Number of stations on all roads owned by this company.....		10
38. Same in California.....		10
40. Miles of telegraph owned by this company.....		26.20
41. Number of telegraph offices in company stations.....		3
43. Number of telegraph stations operated jointly by railroad and telegraph companies.....		3

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
First mortgage...	Jan. 1, 1885.	Jan. 1, 1915.	Gold.....	Gold.....	6	July and January.
Authorized Amount.	Total Issued December 31, 1886.	Accrued Interest.			Amount of Bonds Outstanding December 31, 1886.	
		To December 31, 1886.	During Year.	Overdue Jan. 1, 1887.		
\$530,000	\$530,000	-----	\$31,800	\$15,900	\$530,000	

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

LENGTH OF TRACK DECEMBER 31, 1886.									
State, separately, lengths within and without State. Reduce to single track by adding length of double track.	Length of Roadway—Single and Double Track.		Reduce to Single Track.			Track and Sidings.			
	Single.								
	Iron.	Iron.	Iron and Steel.	Iron.	Iron.	Iron.	Iron.	Iron.	Iron and Steel.
Main Line and Branches.	To.	From.							
Main line within State	Pajaro	Santa Cruz	21.20	21.20	21.20	21.20	2.13	23.33	23.33
Loma Prieta branch	Aptos	Monte Vista	5.00	5.00	5.00	5.00	1.03	6.03	6.03
Total on whole road, March 1, 1885			26.20	26.20	26.20	26.20	3.16	29.36	29.36
December 31, 1886.									
The length of rail is double the length of single track, column (b) above.	Within the State.			Total.					
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).			
Length of iron rail	58.72	44.00	2,583.68	58.72	44.00	2,583.68			

STATE OF CALIFORNIA.
City and County of San Francisco. } ss.

Chas. F. Crocker, President of the Pajaro and Santa Cruz Railroad Company, and J. L. Willcutt, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1886.

CHAS. F. CROCKER.
J. L. WILLCUTT.

Subscribed and sworn to before me, this twenty-fifth day of July, 1887.

E. B. RYAN,
Notary Public in and for the City and County of San Francisco, California.

SACRAMENTO AND PLACERVILLE RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President.....	San Francisco.
Charles F. Crocker, Vice-President	San Francisco.
Timothy Hopkins, Treasurer.....	San Francisco.
W. V. Huntington, Secretary.....	San Francisco.
C. P. Huntington.....	New York.

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner of Fourth and Townsend Streets an Francisco.

The Sacramento and Placerville Railroad Company was incorporated April 19, 1877, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
Sacramento Valley Railroad Company.....	August 4, 1852.
Folsom and Placerville Railroad Company.....	September 29, 1876.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$2,000,000 00
2. Capital stock authorized by votes of company.....	2,000,000 00
3. Capital stock issued [number of shares, 16,462]; amount paid in.....	1,646,200 00
4. Capital stock paid in on shares not issued [number of shares, 1,098].....	109,800 00
5. Total amount paid in, as per books of the company.....	1,756,000 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	20
10. Number of stockholders in California.....	17
11. Amount of stock held in California.....	821,700 00

DEBT.

12. Funded debt as follows:	
Bonds.....	\$1,404,000 00
Interest paid on same during year.....	\$63,120 00
13. Total amount of funded debt.....	\$1,404,000 00
14. Unfunded debt:	
All other debts, current credit balances, etc.....	42,497 50
16. Total gross debt liabilities.....	\$1,446,497 50

17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Sinking funds.....	\$49,125 76
Other securities and debt balances.....	82,762 77
	<u>131,888 53</u>
18. Total net debt liabilities	\$1,314,608 97

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

11. Total cost of construction	\$3,052,444 49
--------------------------------------	----------------

Equipment.

12. Locomotives.....	3
16. Passenger cars.....	1
Mail cars.....	1
17. Freight cars.....	65
Other cars.....	18

24. Investments in Transportation Lines.

Old road of Placerville and Sacramento Valley Railroad	\$1,520,000 00
26. Total for property purchased, etc.	\$1,520,000 00
27. Whole amount of permanent investments.....	1,532,444 49
30. Cash and cash assets	131,888 53
31. Total property and assets of the company	<u>\$3,184,333 02</u>

32. SINKING AND CONTINGENT FUNDS.

Showing amount of same and their purpose.

Applicable to Redemption of what Bonds.	Terms and Conditions of Funds.	Total to December 31, 1886.			
		Invested.	On Hand.	Received During Year.	Applied During Year.
First mortgage, Sacramento and Placerville Railroad	\$20,000 per annum to be set aside for a Sinking Fund, beginning in 1881	\$49,125 76	\$63,000 00	\$25,078 06	\$25,078 06

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company....	\$35,291 56
5. Derived from express.....	1,800 00
6. Derived from mails.....	2,975 34
7. Total earnings from passenger department	<u>\$40,066 90</u>
8. Derived from local freight on roads operated by this company.....	75,500 64
12. Total earnings from freight department	75,500 64
13. Derived from rents for use of road and equipment when leased.....	9,140 00
Miscellaneous	5,219 77
Mileage	38 75
14. Total transportation earnings	<u>\$129,966 06</u>
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.), (specifying same):	
Interest on sinking fund	16,485 00
19. Total income derived from all sources.....	<u>\$146,451 06</u>

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local		\$4,806 14
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:		
General expenses		\$1,830 02
Office expenses		3,300 00
Miscellaneous expenses		346 05
Damages—killing stock, etc.		924 13
5. Total		\$11,206 34
6. Proportion belonging to passenger department	25.6	\$2,868 82
7. Proportion belonging to freight department	74.4	8,337 52

Class II—Maintenance of way and building and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)		\$18,224 17
3. Steel rails laid, deducting old rails taken up. (Number of miles, 1.47; weight per yard, fifty pounds)		3,120 00
4. New ties. (Number, 15,384; cost		7,288 80
5. Repairs of bridges		831 90
6. Repairs of buildings and fixtures (stations and turntables)		318 59
8. Repairs of fences, road crossings, and signs	Included in track repairs.	
10. Repairs of locomotives		2,356 01
14. Fuel for engines and cars:		
Number of cords of wood, 1,603; cost		8,047 42
Number of tons of coal, 219; cost		1,156 32
15. Water and water stations		300 00
16. Wiping and cleaning engines		490 29
17. Oil and waste		237 31
19. Total		\$42,370 81
20. Proportion of same to passenger department	25.6	\$10,846 93
21. Proportion of same to freight department	74.4	31,523 88

Class III—Passenger traffic expenses.

1. Repair of passenger, mail, and baggage cars		\$1,139 67
4. Salaries, wages, and incidentals of passenger trains		6,398 62
5. Salaries, wages, and incidentals of stations		12,020 86
6. Amount paid other corporations or individuals not operating roads, for use of passenger cars and repair of same:		
Stationery and printing		523 56
7. Amount paid other roads for balance of mileage of passenger cars		383 80
8. Total		\$20,466 51

Class IV—Freight traffic expenses.

1. Repairs of freight cars		\$1,962 59
3. Damages and gratuities, freight		19 27
4. Salaries, wages, and incidentals of freight trains		6,398 62
7. Amount paid other roads for balance of mileage of freight cars		3,207 00
		720 40
8. Total		\$12,307 88
9. Total expenses of operating the road embraced in Classes I, II, III, and IV		86,351 55
11. Percentage of expenses to total transportation earnings	66.4	
13. Total expenses		\$86,351 55

NET INCOME, DIVIDENDS, ETC.

1. Total net income		\$60,099 51
2. Percentage of same to capital stock and net debt	1.95	
3. Percentage of same to total property and assets	1.88	
4. Interest accrued during the year:		
On funded debt		103,120 00
7. Balance for the year (deficit)		43,020 49
8. Deficit at commencement of the year	\$119,365 97	
Deduct or add entries made in profit and loss account during the year, not included in the foregoing statement	119,365 97	
10. Total deficit December 31, 1886		23,967 46
11. Paid to sinking funds, in hands of Trustees		24,000 00

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from Passenger Department, as per "Revenue for the Year," No. 7.....	\$40,066 90
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6.....	2,868 82
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 20.....	10,846 93
5. Expenses, "Passenger Traffic," as per Class III, No. 8.....	20,466 51
6. Total expenses.....	34,182 25
8. Net earnings.....	5,884 63

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from Freight Department, as per "Revenue for the Year," No. 12.....	\$75,500 64
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7.....	8,337 52
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 21.....	31,523 88
5. Expenses, "Freight Traffic," as per Class IV, No. 8.....	12,307 88
6. Total expenses.....	52,169 28
8. Net earnings.....	23,331 35

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1886.

Debits.

Cost of road and equipment.....	\$3,052,444 49
Sinking funds in hands of Trustees.....	49,125 76
Cash, cash assets, and other items (specifying same):	
C. H. Cummings, cashier.....	10,379 63
W. S. P. Department.....	902 39
Pacific Improvement Company.....	82,762 77
Profit and loss (loss, if any).....	23,967 46
Total.....	\$3,219,582 50

Credits.

Capital stock.....	\$1,756,000 00
Funded debt.....	1,404,000 00
Other debts (specifying same):	
Unpaid coupons.....	42,120 00
Central Pacific Railroad Hospital.....	377 50
Sinking fund interest.....	16,485 00
Inspection.....	600 00
Total.....	\$3,219,582 50

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1886.

	Debits.	Credits.
Earnings.....		\$129,966 06
Operating expenses.....	\$79,715 39	
General expenses.....	1,830 02	
Taxes.....	4,806 14	
Interest.....	63,120 00	
To balance.....		19,505 49
Loss.....	\$149,471 55	\$149,471 55
	19,505 49	

DESCRIPTION OF ROAD.

1. Date when the road, or portions thereof, were opened for public use:	
From Sacramento to Folsom.....	Feb. 22, 1856.
From Folsom to Shingle Springs.....	Jan. 20, 1865.
2. Length of main line of road from Sacramento to Shingle Springs.....	47.71
Length of main line in California.....	47.71
11. Aggregate length of siding and other tracks not enumerated above...	6.83
12. Same in California.....	6.83
13. Aggregate length of track belonging to this company computed as single track.....	
14. Same in California.....	54.54
15. Total length of steel rail in tracks belonging to this company, not including steel top rail.....	6.84
16. Number of spans of bridges of twenty-five feet and upwards in California.....	1
18. Number of wooden bridges in California.....	12
19. Number of crossings of highways at grade, in California.....	32
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	32
27. Number of railroad crossings at grade.....	1
At Brighton.....	
34. Total miles of road operated by this company.....	47.71
35. Total miles of road operated by this company in California.....	47.71
37. Number of stations on all roads owned by this company.....	22
38. Same in California.....	22
41. Number of telegraph offices in company stations.....	5
43. Number of telegraph stations operated jointly by railroad and telegraph companies.....	4

ROLLING STOCK.

	No.	Average Weight.	Market Value.
1. Locomotives.....	3		\$22,000
Average weight of engines in working order.....		56,933	
Maximum weight of engines in working order..... [60,200]			
2. Tenders.....		36,833	
Maximum weight of tenders full of fuel and water..... [40,000]			
Average joint weight of engines and tenders.....		93,766	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender..... [41.2½ feet.]			
4. Total length of heaviest engine and tender over all. [49.6 feet.]			
6. Passenger cars.....	2	33,500	5,000
Average weight.....			
Maximum weight..... [33,500]			
7. Mail and baggage cars.....	1		4,000
8. Eight-wheel box freight cars.....	29		17,400
10. Eight-wheel platform cars.....	7		2,800
12. Other cars (eight section, ten hand cars).....			1,125
13. Total market value.....			\$52,325
14. Total number of freight cars, including coal, etc., on a basis of eight wheels.....			36
15. Number of locomotives equipped with train brakes.....			2
(Kind of brake: Westinghouse automatic air.).....			
16. Number of cars equipped with train brakes.....			36
(Kind of brake: Hand.).....			
17. Number of passenger cars with Miller platform and buffer.....			2

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains.....	14,964
2. Rate of speed of express passenger trains, including stops.....	20 miles per hour.
3. Rate of speed of accommodation trains, including stops.....	12 miles per hour.
4. Miles run by freight trains.....	2,510
6. Rate of speed of accommodation freight trains, including stops.....	12 miles per hour.
7. Miles run by other trains, and for what purpose..... (Work, switching, and excursion trains.)	27,964
9. Total number of passengers carried east and west.....	27,602
Number of through passengers going east.....	2,411
Number of through passengers going west.....	2,586
Number of local passengers going east.....	11,814
Number of local passengers going west.....	10,791
10. Total passenger mileage, or passengers carried one mile.....	629,208
12. Number of tons freight carried (not including gravel): Number of tons freight in this state, carried.....	44,329
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers).....	160,766
29. Average weight of freight trains, including locomotives and tenders, in working order (exclusive of freight).....	263,766
30. Number of persons regularly employed by company, including officers.....	49
Average monthly pay of engine drivers.....	\$120 00
Average monthly pay of passenger conductors.....	100 00
Average monthly pay of freight conductors.....	100 00
Average monthly pay of baggage masters.....	65 00
Average monthly pay of brakemen, flagmen, and switchmen.....	65 00
Average monthly pay of section men.....	44 20
Average monthly pay of laborers, section foremen.....	65 00

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable. Interest and Principal.	Interest.	
				Rate.	Payable.
First mortgage S. V. Railroad.	Jan. 1, 1855..	Jan. 1, 1875..	Not specified.....	10	Jan. and July.
First mortgage S. and P. R. R..	Jan. 1, 1877..	Jan. 1, 1907..	Gold	6	Jan. and July.
Authorized Amount.	Total Issued, December 31, 1886.		Accrued Interest to December 31, 1886— During Year.	Amount of Bonds Outstanding December 31, 1886.	
\$700,000 00 1,675,000 00	----- \$1,404,000 00		----- \$84,240 00	----- \$1,404,000 00	

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

LENGTH OF TRACK DECEMBER 31, 1886.				
State, separately, lengths within and without State. Reduce to single track by adding length of double track.	Single.	Reduce to Single Track.		
		Track.	Sidings.	Track and Sidings.
	Iron.	Steel.	Iron.	Iron and Steel.
Main Line and Branches.				
Main line within State	40.87	6.84	40.87	6.83
Total on whole road, December 31, 1886	40.87	6.84	40.87	6.83
December 31, 1886.				
Within the State.				
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	
Length of iron rail	95.40	44.00	4,197.60	
Length of steel rail	13.68	44.00	601.32	

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Leland Stanford, President of the Sacramento and Placerville Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-four sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1887.

LELAND STANFORD.
W. V. HUNTINGTON.

Subscribed and sworn to before me, this twenty-first day of May, 1887.

E. B. RYAN,
Notary Public in and for the City and County of San Francisco.

SAN FRANCISCO AND NORTH PACIFIC RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

J. M. Donahue, President.....	San Francisco.
H. C. Whiting, Vice-President.....	San Rafael.
J. H. Von Schroder, Treasurer.....	San Francisco.
T. J. Bergin.....	San Francisco.
Mrs. Annie Donahue.....	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

No. 410 Mission Street.....San Francisco.

The San Francisco and North Pacific Railroad Company was incorporated June 29, 1887, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
San Francisco and North Pacific Railroad Company	June 22, 1872.
Sonoma and Marin Railroad Company.....	November 13, 1877.
Fulton and Guerneville Railroad Company	May 23, 1877.

CAPITAL STOCK.

2. Capital stock authorized by votes of company	\$5,000,000 00
3. Capital stock issued—amount paid in.....	3,750,000 00
5. Total amount paid in, as per books of the company	3,750,000 00
8. Par value of shares issued	100 00
9. Total number of stockholders.....	5
10. Number of stockholders in California.....	5
11. Amount of stock held in California	3,750,000 00

DEBT.

14. Unfunded debt:	
All other debts, current credit balances, etc.—audited bills.....	\$17,601 86
Payroll	12,442 92
Rent S. F. and S. R.	78,000 00
Sundries	248,445 42
16. Total gross debt liabilities.....	\$356,490 20

17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand and in bank	\$58,449 75
Materials and supplies on hand	79,394 98
New ways	426 10
Other securities and debt balances	836,241 79
18. Total assets	\$974,512 62
	618,022 42

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry	}	\$3,147,515 65
2. Bridging		
5. Passenger and freight stations		
6. Engine houses, car sheds, and turntables		
7. Machine shops, including machinery and tools		
8. Steam shovel		120,807 45
		20,697 94
		7,970 62
11. Total cost of construction		\$3,296,991 66

Equipment.

	Number.	To December 31, 1886.
		Cost.
12. Locomotives	13	\$149,564 86
17. Freight cars:		
Other cars		371,953 25
18. Total for equipment		\$521,518 11

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. Lands.

Station, lots and improvements	\$38,077 35
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23. Steamboat Property.

Steamer "Tiburon"	\$145,258 63
Steamer "J. M. Donahue"	85,000 00
Steamer "Antelope"—condemned	40,000 00
Steamer "Latham"—broken up	1,000 00
Steamer "Tickett"—broken up	500 00
Launch "Mamie"—sold	650 00

Total	\$272,408 63
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25. Other Property Purchased.

Engines	\$6,500 00
Furniture	7,095 26
Trucks and scales	3,394 43

	\$16,989 69
26. Total for property purchased, etc.	4,145,985 44
29. Amount of supplies and materials on hand	79,394 98
30. Cash and cash assets	895,117 64
31. Total property and assets of the company	\$5,120,493 06

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

7. Machine shops and tools.....	\$551 00
11. Parlor cars.....	
12. Sleeping cars.....	
13. Passenger, mail, and baggage cars.....	2,698 27
14. Freight and other cars.....	
17. Any other expenditures charged to property account (specifying same):	
Furniture.....	20 00
Truck and scales.....	25 00
18. Total.....	\$3,294 27
19. Property sold and credited to property account during the year (specifying same):	
Lot at Windsor.....	100 00
20. Net addition to property account for the year.....	\$3,194 27

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company....	\$278,162 95
4. Derived from other sources belonging to passenger department— storage.....	282 00
5. Derived from express and extra baggage.....	16,160 80
6. Derived from mails.....	9,680 19
7. Total earnings from passenger department.....	\$304,285 94
8. Derived from local freight on roads operated by this company.....	209,480 89
12. Total earnings from freight department.....	209,480 98
14. Total transportation earnings.....	\$513,766 83
17. Income derived from rent of property, other than road or equipment (specifying same):	
Steamer bar, Transfer Company, houses, etc.....	9,839 30
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.), (specifying same):	
Southern Pacific Railroad Company.....	
Miscellaneous.....	\$21,450 40
19. Total income derived from all sources.....	\$545,056 53

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local.....	\$19,391 68
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Superintendent's expenses.....	3,728 00
Steamer expenses.....	81,596 21
Office expenses.....	14,815 32
Stationery and printing.....	4,967 03
Advertising account.....	8,007 99
Repairs of steamers.....	20,106 17
Miscellaneous expenses.....	4,714 63
Repairs of wharf.....	1,271 43
Legal expenses.....	2,928 20
Interest and discount.....	7 85
Salaries of officers.....	9,000 00
5. Total.....	\$170,534 44
6. Proportion belonging to passenger department.....	Not kept separate.
7. Proportion belonging to freight department.....	Not kept separate.

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties).....		\$72,058 77
5. Repairs of bridges.....		9,776 31
6. Repairs of buildings and fixtures (stations and turntables).....		3,771 78
7. Repairs of and additions to machine shops and machinery.....		2,487 33
10. Repairs of locomotives.....		26,696 29
14. Fuel for engines and cars:		
Number of cords of wood.....	} Cost	24,031 50
Number of tons of coal.....		
15. Water and water stations.....		3,466 96
19. Total		\$142,288 94
20. Proportion of same to passenger department.....		Not kept separate.
21. Proportion of same to freight department.....		Not kept separate.

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars.....	\$17,206 19
3. Damages and gratuities, passengers.....	4,485 70
4. Salaries, wages, and incidentals of passenger trains.....	15,775 92
5. Salaries, wages, and incidentals of passenger stations.....	23,064 83
8. Total	\$60,532 64

Class IV—Freight traffic expenses.

3. Damages and gratuities, freight.....	\$5,097 55
8. Total	\$5,097 55
9. Total expenses of operating the road embraced in Classes I, II, III, and IV*.....	\$407,703 57
11. Percentage of expenses to total transportation earnings.....	74.80
12. Amount paid other companies as rent for use of road (specifying each company, the amount and basis on which rent is computed): San Francisco and San Rafael Railroad Company*.....	\$29,250 00
13. Total expenses.....	\$407,703 57

* Included in Classes I, II, III, and IV, Sub. 9.

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$137,352 96
5. Dividends declared (.... per cent) for the year. Amount.....	125,000 00
7. Balance for the year (surplus).....	\$137,352 96
8. Surplus at commencement of the year.....	1,050,554 90
Deduct entries made in profit and loss account during the year, not included in the foregoing statement	48,750 00
9. Surplus at commencement of the year, as changed by aforesaid entries.....	125,000 00
10. Total surplus, December 31, 1886.....	1,014,157 86
11. Paid to sinking funds, in hands of Trustees	1,014,157 86

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(Not kept separate.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(Not kept separate.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1886.

<i>Debits.</i>	
Cost of road.....	\$3,147,515 65
Cost of equipment.....	998,469 79
Supplies and materials on hand	79,394 98
Cash, cash assets, and other items (specifying same):	
S. F. & S. R. R. Co.	} 895,117 64
Sonoma Valley R. R. Co.	
Sundries	
Total.....	\$5,120,498 06

Credits.

Capital stock	\$3,750,000 00
Other debts (specifying same)	356,490 20
Profit and loss (profit, if any)	1,014,007 86
Total	\$5,120,498 06

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1886.

By net earnings	\$137,352 96
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DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Donahue to Santa Rosa, 23 miles	Jan. 1, 1870.
From Santa Rosa to Windsor, 9 miles	March 1, 1871.
From Windsor to Grants, 4 miles	April 10, 1871.
From Grants to Healdsburg, 2 miles	July 1, 1871.
From Healdsburg to Cloverdale, 18 miles	April 15, 1872.
From Fulton to Guerneville, 16 miles	May 29, 1876.
From Petaluma to San Rafael, 20½ miles	June 2, 1879.
2. Length of main line of road from Donahue to Cloverdale	56 miles.
5. Branches owned by the company:	
Names and description of; single or double track:	
San Rafael to junction	20½ miles.
Fulton to Guerneville	16 miles.
Tiburon to San Rafael	9 miles.
6. Total length of branches owned by the company	45½ miles.
10. Total length of road belonging to this company	101½ miles.
11. Aggregate length of siding and other tracks not enumerated above	15 miles.
13. Aggregate length of track belonging to this company computed as single track	116½ miles.
15. Total length of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 56 pounds)	25 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California	13
18. Number of wooden bridges (aggregate length, 1,641 feet), in California	13
19. Number of crossings of highways at grade, in California	91
20. Number of crossings of highways over railroad, in California	2
21. Number of crossings of highways under railroad, in California	1
22. Number of highway bridges eighteen feet above track, in California	2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	94
27. Number of railroad crossings at grade	1
San Francisco and San Rafael Branch crosses the North Pacific Coast Railroad one mile south of San Rafael.	
34. Total miles of road operated by this company	101½
36. Number of stations on all roads operated by this company	37
37. Number of stations on all roads owned by this company	37
39. Miles of telegraph on line of road operated by this company	85½
41. Number of telegraph offices in company stations	12
42. Number of telegraph stations operated by this company	12

ROLLING STOCK.

	No.	Average Weight.
1. Locomotives	13	
Average weight of engines in working order		60,000
Maximum weight of engines in working order [80,000]		
2. Tenders	13	
Average weight of tenders full of fuel and water		40,700
Maximum weight of tenders full of fuel and water [46,000]		
Average joint weight of engines and tenders		100,700
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender [43.10 feet.]		
4. Total length of heaviest engine and tender over all [52.6 feet.]		
6. Passenger cars, including 3 smokers	22	
Average weight		39,000
Palace car		
..... [57,000]		
7. Mail and baggage cars	4	40,000
8. Eight-wheel box freight cars	70	18,500
10. Eight-wheel platform cars	180	13,700
11. Four-wheel platform cars	23	11,500
12. Other cars, 16 stock, 1 transfer	17	17,000
Gravel	22	10,000
Excursion cars	7	30,000

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	267
15. Number of locomotives equipped with train brakes	10
(Kind of brake: Air.)	
16. Number of cars equipped with train brakes	33
(Kind of brake: Air.)	
17. Number of passenger cars with Miller platform and buffer	29

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	154,690
2. Rate of speed of express passenger trains, including stops	26 miles.
4. Miles run by freight trains	58,930
5. Rate of speed of express freight trains, including stops	10 miles.
7. Miles run by other trains, and for what purpose:	
Paymasters	2,076
Gravel	3,000
Special passenger	10,000
Special freight	1,364
8. Total train miles run	230,096
26. Average number of cars in passenger trains (including baggage cars) ..	4
27. Average number of cars in freight trains—basis of eight wheels	20
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	256,700 pounds.
29. Average weight of freight trains, including locomotives and tenders, in working order (exclusive of freight)	422,700 pounds.
30. Number of persons regularly employed by company, including officers ..	307
Average monthly pay of employes, other than officers	\$61 00
Average monthly pay of engine drivers	107 00
Average monthly pay of passenger conductors	100 00
Average monthly pay of freight conductors	87 50
Average monthly pay of baggagemasters	65 00
Average monthly pay of brakemen, flagmen, and switchmen	60 00
Average monthly pay of section men, as foremen	60 00
Average monthly pay of mechanics in shops	95 00
Average monthly pay of laborers	47 50

LIST OF ACCIDENTS IN CALIFORNIA.

	From causes beyond their own control—in California.		From their own misconduct or carelessness — in California.		Total—in California.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	-----	-----	1	-----	1	-----	-----	-----
Employés	-----	-----	-----	-----	2	-----	3	-----
Others	2	-----	-----	-----	-----	-----	-----	-----
Total	-----	-----	-----	-----	3	-----	3	-----

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

I, James M. Donahue, President of the San Francisco and North Pacific Railroad Company, and Thos. W. Johnston, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets have been prepared and compiled by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1886.

JAS. M. DONAHUE,
THOS. W. JOHNSTON.

Subscribed and sworn to before me, this twenty-ninth day of August, 1887.

JOHN C. HAMILL, Notary Public.

SAN JOAQUIN VALLEY AND YOSEMITE RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Chas. F. Crocker, President.....	San Francisco.
S. T. Gage, Vice-President.....	San Francisco.
Timothy Hopkins, Treasurer.....	San Francisco.
W. V. Huntington, Secretary.....	San Francisco.
C. E. Green.....	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner Fourth and Townsend Streets..... San Francisco.

The San Joaquin Valley and Yosemite Railroad Company was incorporated February 12, 1886.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$500,000 00
2. Capital stock authorized by votes of company.....	500,000 00
3. Capital stock issued [number of shares, 250]; amount paid in.....	2,500 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	5
10. Total number of stockholders in California.....	5
11. Amount of stock held in California.....	2,500 00

This road is still in the hands of the contractors, not yet having been turned over to the stockholders; for which reason we are unable to furnish the information called for on this and following pages.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Charles F. Crocker, President of the San Joaquin Valley and Yosemite Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1886.

CHARLES F. CROCKER.
W. V. HUNTINGTON.

Subscribed and sworn to before me, this twenty-first day of May, 1887.

E. B. BYAN,
Notary Public in and for the City and County of San Francisco, California.

SAN JOSÉ AND ALMADEN RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Charles F. Crocker, President.....	San Francisco.
A. C. Bassett, Vice-President.....	San Francisco.
N. T. Smith, Treasurer.....	Alameda.
J. S. Willcutt.....	Oakland.
Ariel Lathrop.....	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

San José and Almaden Railroad Company.....	San Francisco.
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The San José and Almaden Railroad Company was incorporated March 2, 1886.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$100,000 00
3. Capital stock issued [number of shares, 1,000]; amount paid in.....	100,000 00
5. Total amount paid in, as per books of the company.....	100,000 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	6
10. Number of stockholders in California.....	6

DEBT.

12. Funded debt as follows:	
Certificates of indebtedness—bills payable.....	\$100,000 00
13. Total amount of funded debt.....	100,000 00
16. Total gross debt liabilities.....	100,000 00
18. Total net debt liabilities.....	100,000 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

11. Total cost of construction.....	\$199,963 30
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PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

27. Whole amount of permanent investments.....	\$199,963 30
31. Total property and assets of the company.....	199,963 30

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry.....	}	\$199,963 30
2. Bridging.....		
3. Superstructure, including rails.....		
4. Land.....		
Land damages.....		
Fences.....		
5. Passenger and freight stations.....		
Woodsheds and water stations.....		
6. Engine houses, car sheds, and turntables.....		
7. Machine shops.....		
18. Total.....		\$199,963 30
20. Net addition to property account for the year.....		199,963 30

NET INCOME, DIVIDENDS, ETC.

7. Balance for the year (deficit).....	\$36 70
10. Total (deficit), December 31, 1886.....	36 70

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1886.

Debits.

Cost of road.....	\$199,963 30
Profit and loss (loss, if any).....	36 70
Total.....	\$200,000 00

Credits.

Capital stock	\$100,000 00
Bills payable	100,000 00
Total	\$200,000 00

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1886.

	Debits.	Credits.
To general expenses	\$36 70	
By balance carried down		\$36 70
	\$36 70	\$36 70
To balance brought down	36 70	

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Hillsdale to Almaden	Nov. 16, 1886.
2. Length of main line of road from Hillsdale to Almaden	7.71 miles.
Length of main line in California	7.71 miles.
10. Total length of road belonging to this company	7.71 miles.
11. Aggregate length of siding and other tracks not enumerated above...	0.75 miles.
12. Same in California	0.75 miles.
13. Aggregate length of track belonging to this company computed as single track	
14. Same in California	8.46 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California	2
18. Number of wooden bridges (aggregate length, 128 feet), in California ..	1

Bridges Built within the Year in California.

Location.	Kind.	Material.	Length.
Over Arroyo Seca	Straining Beam	Wood	128 feet.

19. Number of crossings of highways at grade, in California	1
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	1
27. Number of railroad crossings at grade	1
South Pacific Coast Railroad, near Alameda Station.	
37. Number of stations on all roads owned by this company	5
38. Same in California	5
40. Miles of telegraph owned by this company	7 $\frac{3}{10}$
41. Number of telegraph offices in company stations	2
43. Number of telegraph stations operated jointly by railroad and telegraph companies	2

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

LENGTH OF TRACK DECEMBER 31, 1886.									
State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Reduce to Single Track.						
			Length of Roadway—Single and Double Track.		Track.		Sidings.	Track and Sidings.	
					Iron.	Iron and Steel.		Iron.	Iron. (b)	Iron and Steel.
Main Line and Branches.			From.	To.	Iron.	Iron and Steel.	Iron.	Iron. (b)	Iron and Steel.
Main line within State			Hillsdale	Almaden	7.71	7.71	7.71	0.75	8.46
Total on whole road, December 31, 1886.									
Total constructed during year									
Total within the State constructed during year									
December 31, 1886.									
The total length of rail is double the length of single track, column (b) above.			Within the State.				Total.		
			Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	
Length of iron rail			16.92	44.00	744.48	16.92	41.00	744.48	
Total length of iron rail laid during the year			16.92	44.00	744.48	16.92	44.00	744.48	

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Charles F. Crocker, President of the San José and Almaden Railroad Company, and J. L. Willcutt, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1886.

CHARLES F. CROCKER.
J. L. WILLCUTT.

Subscribed and sworn to before me, this twenty-fifth day of July, 1887.

E. B. RYAN,
Notary Public in and for the City and County of San Francisco, California.

SAN PABLO AND TULARE RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President.....	San Francisco.
Charles Crocker, Vice-President.....	New York.
Timothy Hopkins, Treasurer.....	San Francisco.
W. V. Huntington, Secretary.....	San Francisco.
E. H. Miller, Jr.....	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Corner of Fourth and Townsend Streets.....San Francisco, California.

The San Pablo and Tulare Railroad Company was incorporated July 19, 1871.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$3,750,000 00
2. Capital stock authorized by votes of the company.....	3,750,000 00
3. Capital stock issued—number of shares.....	18,610
5. Total amount paid in, as per books of the company.....	1,861,000 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	17
10. Number of stockholders in California.....	15
11. Amount of stock held in California.....	1,812,800 00

DEBT.

12. Funded debt as follows:	
Bonds.....	\$1,023,000 00
Interest paid on same during year.....	\$61,380
13. Total amount of funded debt.....	\$1,023,000 00
16. Total gross debt liabilities.....	\$1,023,000 00
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Sinking funds.....	\$42,534 23
Other securities and debt balances.....	120,764 60
	163,298 83
18. Total net debt liabilities.....	\$859,701 17

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

11. Total cost of construction.....	\$2,931,142 89
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PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

26. Total for property purchased, etc.....	\$2,931,142 89
30. Cash and cash assets.....	120,764 60
31. Total property and assets of the company	\$3,051,907 49

32. SINKING AND CONTINGENT FUNDS.

Showing amount of same and their purpose.

Applicable to Redemption of what Bonds.	Terms and Conditions of Funds.	Total to December 31, 1886.			
		On Hand.	Received During Year.	Applied During Year.	On Hand December 31, 1886.
First mortgage.	One per cent per annum of outstanding indebtedness to be set apart for a Sinking Fund, beginning July 1, 1883.	\$11,000 00	\$11,034 83	\$11,034 83	\$31,534 23

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

3. Superstructure, including rails.....	\$62 53
5. Passenger and freight stations.....	718 42
18. Total	\$780 95
20. Net addition to property account for the year.....	\$780 95

REVENUE FOR THE YEAR.

(See lessee's report.)

13. Derived from rents for use of road and equipment when leased.....	\$165,600 00
Less general expense	\$828 35
Less taxes.....	713 61
	1,541 96
14. Total transportation earnings.....	\$164,058 04

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

(See lessee's report.)

NET INCOME, DIVIDENDS, ETC.

1. Total net income.....	\$164,058 04
2. Percentage of same to capital stock and net debt.....	6.02
3. Percentage of same to total property and assets	5.51
4. Interest accrued during the year:	
On funded debt.....	61,380 00
5. Dividends declared (3 per cent) for the year. Amount.....	55,830 00
6. Date of last dividend declared.....	[No. 7] March 30, 1886.
7. Balance for the year, or surplus.....	102,678 04
8. Surplus at commencement of the year.....	\$145,649 41
Deduct entries made in profit and loss account during the year, not included in the foregoing statement. Dividend.....	55,830 00
9. Surplus at commencement of the year, as changed by aforesaid entries.....	89,819 41
10. Total surplus, December 31, 1886.....	192,497 45
11. Paid to sinking funds, in hands of Trustees.....	11,034 83

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(See lessee's report.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(See lessee's report.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1886.

Debits.

Cost of road	* \$2,929,540 28
Sinking funds in hands of Trustees	31,534 23
Cash, cash assets, and other items (specifying same)	120,764 60
Total	\$3,081,839 11

Credits.

Capital stock	\$1,861,000 00
Funded debt	1,023,000 00
Other debts (specifying same)—Sinking Fund interest	5,341 66
Profit and loss (profit, if any)	192,497 45
Total	\$3,081,839 11

*NOTE.—Cost of road December 31, 1885	\$2,928,759 33
Expenditures charged to property account during the year 1886	780 95
Cost of road	\$2,929,540 28

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1886.

	Debits.	Credits.
Rental		\$165,600 00
Taxes	\$713 61	
General expenses	828 35	
Interest	61,380 00	
Balance	102,678 04	
	\$165,600 00	\$165,600 00
Profit		102,678 04

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use: From Tracy to Martinez	Sept. 3, 1878.
2. Length of main line of road from near Martinez to Tracy	46.5180 miles.
Length of main line in California	46.5180 miles.
3. Length of line with track laid	46.5180 miles.
10. Total length of road belonging to this company	46.5180 miles.
11. Aggregate length of siding and other tracks not enumerated above	10.1307 miles.
12. Same in California	10.1307 miles.
13. Aggregate length of track belonging to this company computed as single track	56.6487 miles.
14. Same in California	56.6487 miles.
15. Total length of steel rail in tracks belonging to this company, not in- cluding steel top rails; (weight per yard, 50 pounds.)	
19. Number of crossings of highways at grade, in California	36
26. Number of highway crossings at which there are neither electric sig- nals, gates, nor flagmen, in California	36
29. Number of railroad crossings under other railroads (specifying each). Black Diamond Railroad, nineteen feet clear, Cornwall. Pittsburg Railroad, eighteen and one half feet clear, Los Medanos. Empire Railroad, nineteen feet clear, Antioch.	3

MILEAGE, TRAFFIC, ETC.

(See lessee's report.)

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable. Interest and Principal.	Interest.	
				Rate.	Payable.
First mortgage.	April 1, 1878.	April 1, 1908.	Gold	6	Apr. and Oct.
Authorized Amount.	Total Issued, December 31, 1886.		Accrued Interest to December 31, 1886— During Year.	Amount of Bonds Outstanding December 31, 1886.	
\$3,750,000 00	\$1,023,000 00		\$61,380 00	\$1,023,000 00	

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

LENGTH OF TRACK DECEMBER 31, 1886.									
Main Line and Branches.	From.	To.	Single.	Length of Roadway—Single and Double Track.		Reduced to Single Track.			
						Track.		Sidings.	
				Steel.	Iron and Steel.	Steel.	Iron.	Iron.	Steel. Iron and Steel.
Main line within State.....	Near Martinez....	Tracy.....	46.5180	46.5180	46.5180	46.5180	10.1307	(b) 10.1307	(c) 46.5180 56.6487
Total on whole road, December 31, 1886.....			46.5180	46.5180	46.5180	46.5180	10.1307	10.1307	46.5180 56.6487
Total constructed during year—account of sidings.....							0.0239	0.0239	0.0239 0.0239
Total within the State constructed during year.....							0.0239	0.0239	0.0239 0.0239
December 31, 1886.									
The length of rail is double the length of single track, columns (b) and (c) above.									
				Within the State.			Total.		
				Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail.....				20.2614	44.0000	891.5016	20.2614	44.0000	891.5016
Length of steel rail.....				93.0360	39.2857	3,654.9844	93.0360	39.2857	3,654.9844
Total length of iron rail laid during the year—construction of sidings.....				0.0478	44.0000	2.1032	0.0478	44.0000	2.1032

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Leland Stanford, President of the San Pablo and Tulare Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1886.

LELAND STANFORD.
W. V. HUNTINGTON.

Subscribed and sworn to before me, this twenty-first day of May, 1887.

E. B. RYAN,
Notary Public in and for the City and County of San Francisco.

SOUTHERN PACIFIC RAILROAD COMPANY.

NOTE.—Operating earnings and expenses, and all other operating statistics, are given for first two months only, the road having been operated, under lease, by Southern Pacific Company since February 28, 1885.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Charles Crocker, President	San Francisco.
Charles F. Crocker, Vice-President	San Francisco.
N. T. Smith, Treasurer	San Francisco.
J. L. Willcutt, Secretary	Oakland.
William Hood, Acting Chief Engineer	San Francisco.
Jerome Madden, Land Agent	San Francisco.
Timothy Hopkins	San Francisco.
Charles Mayne	San Francisco.
W. V. Huntington	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Southern Pacific Railroad Company

San Francisco.

The Southern Pacific Railroad Company was incorporated December 18, 1874, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.	Names of Railroad Companies.	Dates of Incorporation.	Names of Railroad Companies.	Dates of Incorporation.
Southern Pacific R. R. Co. Los Angeles and San Pedro R. R. Co.	Aug. 19, 1873.	Southern Pacific R. R. Co.	Oct. 12, 1870.	San Francisco and San José R. R. Co.	Aug. 18, 1860.
				Southern Pacific R. R. Co.	Dec. 2, 1865.
	Feb. 18, 1868.	Southern Pacific Br'ch R. R. Co.	Dec. 23, 1873.	Santa Clara and Pajaro Valley R. R. Co.	Jan. 2, 1868.
				Cal. Southern R. R. Co.	Jan. 22, 1870.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$90,000,000 00
3. Capital stock issued [number of shares, 459,804]; amount paid in	45,980,400 00
4. Capital stock paid in on shares not issued [number of shares, 720]	14,400 00
5. Total amount paid in, as per books of the company	45,994,800 00
7. Amount per share still due on stock not full paid	80 00
8. Par value of shares issued	100 00
9. Total number of stockholders	16
10. Number of stockholders in California, of record	13
11. Amount of stock held in California	2,498,550 00

DEBT.

12. Funded debt as follows:	
Bonds	\$33,303,000 00
Interest paid on same during year by Southern Pacific Railroad Company	\$1,952,010 00
13. Total amount of funded debt	\$33,303,000 00
14. Unfunded debt:	
Incurred for construction, equipment, or purchase of property	\$3,330 00
All other debts, current credit balances, etc.	441,697 38
Sinking fund	1,900 00
15. Total amount of unfunded debt	446,927 38
16. Total gross debt liabilities	\$33,749,927 38
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand	\$72,277 47
Sinking funds	98,100 00
Other securities and net balances	16,002 39
	\$186,379 86
18. Total net liabilities	\$33,563,547 52

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

1. Grading and masonry	}	\$78,886,454 66
2. Bridging		
3. Superstructure, including rails		
4. Land		
Land damages	}	
Fences		
5. Passenger and freight stations, and water stations (estimated)		1,051,074 56
6. Engine houses and car sheds (estimated)		156,911 04
7. Machine shops, including machinery and tools (estimated)		261,609 88
9. Engineering	}	Included in contract for construction of road.
Agencies, salaries, and other expenses during construction		
11. Total cost of construction		\$80,356,050 14

EQUIPMENT.	Number.	To December 31, 1886.
		Cost.
12. Locomotives	83	\$1,281,255 95
14. Parlor cars	2	15,216 81
16. Passenger cars	108	465,574 55
Mail cars	6	26,038 52
Baggage cars	14	41,058 40
17. Freight cars	1,644	1,483,246 02
Other cars	360	88,200 86
18. Total for equipment		\$3,400,591 11

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN FOREGOING ACCOUNTS.

27. Whole amount of permanent investments.....	\$83,756,641 25
28. Property in California.....	83,756,641 25
30. Cash and cash assets.....	186,379 86
31. Total property and assets of the company.....	83,943,021 11

32. SINKING AND CONTINGENT FUNDS.

Showing amount of same and their purpose.

Applicable to Redemption of what Bonds.		Terms and Conditions of Funds.			
Character of.	Series.				
First mortgage.....	A	Proceeds of sales of Government lands* and sinking Fund, \$100,000, yearly, commencing in 1882.†			
First mortgage.....	B				
First mortgage.....	C				
First mortgage.....	D				
First mortgage.....	E				
First mortgage.....	F				
Total to December 31, 1886.			Received During Year.	Applied During Year.	On Hand Dec. 31, 1886.
Invested.	Applied.	On Hand.			
*\$4,116,780 09 +500,000 00	\$3,776,249 89 398,100 00	\$340,530 20 1,900 00	\$980,727 17 100,000 00	\$886,420 43 98,100 00	\$340,530 20 1,900 00

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry.....	\$3,741,893 56
2. Bridging.....	
3. Superstructure, including rails.....	
4. Land.....	
Land damages.....	59,341 41
Fences.....	
5. Passenger and freight stations.....	7,390 18
Woodsheds and water stations.....	
6. Engine houses and car sheds.....	3,263 85
7. Machine shops, including machinery and tools.....	[3] 25,350 00
9. Locomotives.....	[6] 20,100 00
13. Passenger, mail, and baggage cars.....	[66] 23,883 00
14. Freight and other cars.....	
18. Total.....	\$3,887,222 00
20. Net addition to property account for the year.....	\$3,887,222 00

NET INCOME, DIVIDENDS, ETC.

4. Interest accrued during the year:	
On other debt.....	\$645 61
Total.....	\$645 61
7. Balance for the year (or surplus).....	645 61
8. Surplus at commencement of the year.....	\$3,370,991 66
Add entries made in profit and loss account during the year, not included in the foregoing statement.....	926,656 46
9. Surplus at commencement of the year, as changed by aforesaid entries.....	4,297,648 12
10. Total surplus, December 31, 1886.....	4,298,293 73
11. Paid to sinking funds, in hands of Trustees.....	100,000 00

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1886.

<i>Debits.</i>	
Cost of road	\$80,356,050 14
Cost of equipment	3,400,591 11
Cash, cash assets, and other items (specifying same):	
Cash	72,277 47
	98,100 00
	16,002 39
Total	\$83,943,021 11
<i>Credits.</i>	
Capital stock	\$45,994,800 00
Funded debt	33,303,000 00
Other debts (specifying same):	
Trustees of mortgage	340,530 20
Sinking fund	1,900 00
Due for interest coupons	3,330 00
Current accounts	101,167 18
Profit and loss (profit, if any)	4,198,293 73
Total	\$83,943,021 11

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1886.

	<i>Debits.</i>	<i>Credits.</i>
To general expense	\$9,757 76	
Legal expense	1,355 04	
Taxes	12,531 51	
Street assessments	178 69	
Operating accounts	186 08	
United States Post Office Department	1,523 31	
Sinking fund	100,000 00	
Balance	4,198,293 73	
By balance, December 31, 1885		\$3,370,991 66
		817,000 00
		98,100 00
		645 61
		37,088 85
	\$4,323,826 12	\$4,323,826 12
Balance down		198,293 73

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:

From San Francisco to Menlo Park	October 17, 1863.
From Menlo Park to San José	January 16, 1864.
From San José to Perry's	January 11, 1869.
From Perry's to Gilroy	March 13, 1869.
From Gilroy to Pajaro	Nov. 27, 1871.
From Pajaro to Salinas	Nov. 1, 1872.
From Salinas to Soledad	August 12, 1873.
From Carnadero to Hollister	July 31, 1870.
From Hollister to Tres Pinos	August 12, 1873.
From Goshen to Huron	Feb. 1, 1877.
From Goshen to Tipton	July 25, 1872.
From Tipton to Delano	July 14, 1873.
From Delano to ten miles south of Lerdo	August 1, 1874.
From ten miles south of Lerdo to Sumner	October 26, 1874.
From Sumner to Caliente	April 26, 1875.
From Caliente to Keene's	May 26, 1876.
From Keene's to Mojave	August 9, 1876.
From Mojave to Tunnel	Sept. 6, 1876.

From Tunnel to San Fernando.....	January 1, 1876.
From San Fernando to Los Angeles.....	April 15, 1874.
From Los Angeles to Spadra.....	April 15, 1874.
From Spadra to Colton.....	July 16, 1875.
From Colton to Indio.....	May 29, 1876.
From Indio to Dos Palmas.....	March 8, 1876.
From Dos Palmas to Pilot Knob.....	April 29, 1877.
From Pilot Knob to Colorado River.....	May 23, 1877.
From Los Angeles to Wilmington.....	October 26, 1869.
From Mohave to Calico.....	Nov. 13, 1882.
From Calico to Amboy.....	Feb. 12, 1883.
From Amboy to Goff's.....	March 19, 1883.
From Goff's to Needles.....	July 1, 1883.
From Needles to Junction with Atlantic and Pacific Railroad Co.....	August 9, 1883.

Northern Division.

From Soledad to King's.....	July 20, 1868.
From King's to San Ardo.....	August 20, 1886.
From San Ardo to San Miguel.....	October 18, 1886.
2. Length of main line of road from San Francisco to Colorado River...	1,022.20 miles.
Length of main line in California.....	1,022.20 miles.
10. Total length of road belonging to this company.....	1,022.20 miles.
11. Aggregate length of siding and other tracks not enumerated above...	116.69 miles.
12. Same in California.....	116.69 miles.
13. Aggregate length of track belonging to this company computed as single track.....	1,138.89 miles.
14. Same in California.....	1,138.89 miles.
15. Total length of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 50 pounds).....	1,447.96 miles.
(Weight per yard, 50 pounds).....	113.60 miles.
(Weight per yard, 60 pounds).....	144.84 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California.....	84
17. Number of iron bridges (aggregate length, 1,533.7 feet), in California....	15
18. Number of wooden bridges (aggregate length, 4,638.8 feet), in California.	20

Bridges Built within the Year in California.

Location.	Kind.	Material.	Length (Feet.)	When Built.
San Lorenzo Creek.....	Straining beam...	Wood.....	256	Sept., 1886.
Salinas River.....	How truss.....	Wood.....	552	Dec., 1886.

19. Number of crossings of highways at grade, in California.....	440
20. Number of crossings of highways over railroad, in California.....	2
21. Number of crossings of highways under railroad, in California.....	3
23. Number of highway bridges less than eighteen feet above track, in California.....	2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	440
27. Number of railroad crossings at grade.....	2
At Santa Clara and at Colton.	
37. Number of stations on all roads owned by this company.....	201
38. Same in California.....	201
40. Miles of telegraph owned by this company.....	1,021.8
41. Number of telegraph offices in company stations.....	77

ROLLING STOCK.

	No.	Average Weight. (Tons of 2,000.)
1. Locomotives	83	
Average weight of engines in working order.		48.2
Maximum weight of engines in working order [62]		
2. Tenders	83	
Average weight of tenders full of fuel and water		29.5
Maximum weight of tenders full of fuel and water... [31.2]		
Average weight of tenders and engines		77.7
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of ten- der..... [48.1 feet.]		
4. Total length of heaviest engine and tender over all [61.6 feet.]		
6. Passenger cars	110	
Average weight.....		18.2
7. Mail and baggage cars.....	20	15.7
8. Eight-wheel box freight cars.....	1,266	9.8
10. Eight-wheel platform cars.....	378	8
12. Other cars.....	360	2.2
14. Total number of freight cars, including coal, etc., on a basis of eight wheels		1,644
15. Number of locomotives equipped with train brakes..... (Kind of brake: Westinghouse air.)		68
16. Number of cars equipped with train brakes.....		1,143
17. Number of passenger cars with Miller platform and buffer.....		114

12. TABLE A. FUNDED DEBT.
To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Series	Date.	Due.	In what Money Payable—Interest and Principal.	Interest.		Authorized Amount.	Total Issued Dec. 31, 1886.	Accrued Interest—Overdue.	Amount of Bonds Outstanding Dec. 31, 1886.
					Rate.	Payable.				
First mortgage	A	April 1, 1875.	April 1, 1905.	Gold.....	6	Oct. 1 and April 1.	\$15,000,000	\$15,000,000		\$14,012,000
First mortgage	B	Oct. 1, 1875.	Oct. 1, 1905.	Gold.....	6	April 1 and Oct. 1.	5,000,000	5,000,000		4,880,000
First mortgage	C	Oct. 1, 1876.	Oct. 1, 1906.	Gold.....	6	April 1 and Oct. 1.	5,000,000	5,000,000	\$3,330	4,571,000
First mortgage	D	Oct. 1, 1876.	Oct. 1, 1906.	Gold.....	6	April 1 and Oct. 1.	5,000,000	5,000,000		4,759,000
First mortgage	E	April 1, 1882.	April 1, 1912.	Gold.....	6	Oct. 1 and April 1.	5,000,000	5,000,000		3,730,000
First mortgage	F	April 1, 1882.	April 1, 1912.	Gold.....	6	Oct. 1 and April 1.	5,000,000	2,482,000		1,351,000
Character of.					Bonds Sold During Year Ending December 31, 1886.		Bonds Redeemed During Year Ending December 31, 1886.			
					Series.	Amount of Bonds.	Amount Realized.	Amount.	Cost.	Discount, or Premium.
First mortgage					F	\$1,900,000 00	\$1,900,000 00	\$817,000 00	\$886,420 43	\$19,420 43

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

LENGTH OF TRACK DECEMBER 31, 1886.												
State, separately, lengths within and without State. Reduce to single track by adding length of double track.					Reduced to Single Track.			Track and Sidings.				
					Length of Roadway—Single and Double Track.		Track.		Sidings.			
Main Line and Branches.		From.	To.	Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron.	Steel.	Iron and Steel.	
Northern Division.												
Goshen Division.		San Francisco.	Tres Pinos and San Miguel.	51.19	175.29	226.48	51.19	175.29	33.99	0.37	85.18	260.84
Tulare Division.		Huron	Goshen	40.00	40.00	40.00	41.33	40.00	0.17	1.61	41.61	41.78
Colorado Division.		Mojave	Mojave	100.33	100.33	141.66	41.33	100.33	16.99	4.42	57.62	162.37
Yuma Division.		Mojave	Needles	242.51	242.51	242.51	15.41	83.71	18.63	242.51	242.51	261.14
Wilmington Division.		Los Angeles	Los Angeles	83.71	83.71	99.12	57.38	190.40	13.83	5.13	27.01	114.07
		Los Angeles	Colorado River.	57.38	190.40	247.78	19.43	5.22	6.44	0.86	25.87	206.74
		Los Angeles	San Pedro.	19.43	5.22	24.65	184.74	837.46	100.95	15.74	285.69	31.95
Total on whole road, December 31, 1886												
Total constructed during year				184.74	837.46	1,022.20	184.74	837.46	2.87	2.87	5.74	1,138.89
Total within the State constructed during year				65.59	65.59	65.59	65.59	65.59	2.87	2.87	5.74	68.46
December 31, 1886.												
Within the State.							Total.					
				Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).			
Length of iron rail				571.38	44	25,140.72	571.38	44	25,140.72			
Length of steel rail				144.84	471.7	6,828.17	144.84	471.7	6,828.17			
Total length of iron rail laid during the year				1,447.96	39 2-7	56,884.14	1,447.96	39 2-7	56,884.14			
Total length of steel rail laid during the year				131.18	392.7	5,153.70	131.18	392.7	5,153.70			

TABLE E. OTHER AIDS OR GRANTS, FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.

Lands granted by the United States Government.

To what Railroad Company.	Acres per Mile.	Number of Miles.	Number of Acres and Estimated Value.
Southern Pacific-----	12,800	942	On account of conflicting and overlapping grants, adverse claims, arbitrary restrictions, and desert lands, not worth cost of survey, it is impossible to state the quantity that will inure to the Southern Pacific Railroad Company, or to estimate value thereof.

Lands or Property, Including Right of Way Donated by States, Counties, Towns, Corporations, or Individuals, Stating in Detail the Amount of Land Granted for Right of Way, for Stations, for Shops, for Storehouses, Etc.

By Whom Donated.	Description of Property.	Assessed Value.
State of California --	Half interest in 60 acres of land at Mission Bay, San Francisco, with improvements.....	\$134,575 00
City of Los Angeles--	Nineteen acres in City of Los Angeles with improvements	58,750 00

Right of way included in contract for construction of road.

TABLE F. SALES OF LAND GRANTED BY UNITED STATES GOVERNMENT.

Total sales and accrued interest, in currency and coin.

	Acres Sold.	Average Price.	Amount.		
			Principal.	Interest Accrued.	Total.
Prior to December 31, 1886.					
Lands.....	\$1,650,540 99	\$3 30.83	\$5,400,529 44	\$921,160 25	\$6,381,689 69
Timber and stumpage.....			5,416 70		5,416 70
Total to December 31, 1886.....	\$1,650,540 99	\$3 30.83	5,465,946 14	\$921,160 25	\$6,387,105 39
During the year ending December 31, 1886.....	\$309,496 62	\$2 81.27	\$870,521 58	\$156,167 11	\$1,026,688 69

Amount paid and due on sales above stated—currency and coin.

	Amount Due.			Amount Paid.		
	Principal.	Accrued Interest.	Total.	Principal.	Interest.	Total.
To December 31, 1886.....	\$2,253,821 75	\$47,863 30	\$2,301,685 05	\$3,243,483 14	\$873,296 95	\$4,116,780 09
To December 31, 1885.....	2,213,199 75	41,913 41	2,255,113 16	2,412,973 19	723,079 73	3,136,052 92
During the year ending December 31, 1886.....	\$40,622 00	\$5,949 89	\$46,571 89	\$830,509 95	\$150,217 22	\$980,727 17

TABLE F—Continued.
Net Cash Receipts in Coin, Deducting Discount on Currency and Expenses.

	Bonds Redeemed.		Total Received by Trustees.	Balance on Hand.	Discount or Premium on Bonds Redeemed.
	Number.	Amount.	Cost.		
To December 31, 1886.....				\$4,116,780 09	(a) \$4,116,780 09
During year.....				980,727 17	980,727 17
<i>Application of Amount placed in hands of Trustees for Redemption of Bonds. (To be stated in Coin.)</i>					
To December 31, 1885.....	3,206	\$2,950,000 00	\$2,889,829 46	\$3,136,052 92	
During year.....	817	817,000 00	886,420 43	980,727 17	*\$60,170 54 + 69,420 43
Totals.....	4,113	\$3,767,000 00	\$3,776,249 89	\$4,116,780 09	\$9,249 89
Total net receipts as above stated (a)=(b).....				\$4,116,780 09	
Patents received to December 31, 1886—number of acres.....					1,229,015.07
Number of purchasers to December 31, 1886.....					6,206
Average number of acres sold to each.....					276.998

* Discount. † Premium.

STATE OF CALIFORNIA, }
County of San Francisco. } ss.

Chas. F. Crocker, Vice-President of the Southern Pacific Railroad Company, and J. L. Willcutt, Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1886.

CHAS. F. CROCKER.
J. L. WILLCUTT.

Subscribed and sworn to before me, this twenty-fifth day of July, 1887.

E. B. RYAN,
Notary Public in and for the City and County of San Francisco.

SOUTHERN PACIFIC BRANCH RAILWAY COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Charles F. Crocker, President.....	San Francisco.
Timothy Hopkins, Vice-President.....	San Francisco.
N. T. Smith, Treasurer.....	Alameda.
J. L. Willcutt, Secretary.....	Oakland.
W. V. Huntington.....	San Francisco.
W. E. Brown.....	San Francisco.
S. T. Gage.....	Oakland.

BUSINESS ADDRESS OF THE COMPANY.

Southern Pacific Branch Railway Company..... San Francisco, California.

The Southern Pacific Branch Railway Company was incorporated April 12, 1886.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$10,000,000 00
4. Capital stock paid in on shares not issued [number of shares, 2,500] ..	25,000 00
5. Total amount paid in, as per books of the company.....	25,000 00
9. Total number of stockholders.....	7
10. Number of stockholders in California.....	7
11. Amount of stock held in California.....	25,000 00

DEBT.

17. Other securities and debt balances.....	24,959 55
18. Total net debt liabilities.....	\$40 45

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

30. Cash and cash assets.....	\$24,959 55
31. Total property and assets of the company.....	24,959 55

NET INCOME, DIVIDENDS, ETC.

7. Balance for the year.....	\$40 45
8. Surplus at commencement of the year:	
Add entries made in profit and loss account during the year not in-	
cluded in the foregoing statement.....	\$40 45
10. Total, December 31, 1886.....	40 45

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1886.

Debits.

Cash, cash assets, and other items (specifying same):	
Southern Pacific Railroad Company	\$24,959 55
Profit and loss (loss, if any)	40 45
Total	\$25,000 00

Credits.

Capital stock	\$25,000 00
Total	\$25,000 00

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1886.

	Debits.	Credits.
To general expense	\$40 45	
By balance carried down		\$40 45
	\$40 45	\$40 45
To balance brought down	40 45	

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From San Miguel to Paso Robles	October 31, 1886.
From Paso Robles to Templeton	Nov. 16, 1886.
2. Length of main line of road from San Miguel to Templeton	13.35 miles.
Length of main line in California	13.35 miles.
10. Total length of road belonging to this company	13.35 miles.
11. Aggregate length of siding and other tracks not enumerated	0.91 miles.
12. Same in California	0.91 miles.
13. Aggregate length of track belonging to this company computed as single track	14.26 miles.
14. Same in California	14.26 miles.
15. Total length of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, fifty pounds)	26.70 miles.

Bridges built within the year in California.

Location.	Kind.	Material.	Length (Feet).	When Built.
San Marcos Creek	Straining beam	Wood	80	Dec., 1886.

19. Number of crossings of highways at grade, in California	17
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	17
37. Number of stations on all roads owned by this company	4
38. Same in California	4
40. Miles of telegraph owned by this company	13.4
41. Number of telegraph offices in company stations	3
43. Number of telegraph stations operated jointly by railroad and telegraph companies	3

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

LENGTH OF TRACK DECEMBER 31, 1886.									
State, separately, lengths within and without State. Reduce to single track by adding length of double track.	Single.	Length of Roadway—Single and Double Track.		Reduce to Single Track.			Track and Sidings.		
		Steel.	Iron and Steel.	Steel.	Iron.	Steel.	Track.	Sidings.	Iron and Steel.
Main Line and Branches.	From.	To.							
Main line within State.....	San Miguel.....	Templeton ----	13.35	13.35	13.35	13.35	13.35	0.91	(b) 0.91 (c) 13.35 14.26
Total on whole road, December 31, 1886.....			13.35	13.35	13.35	13.35	13.35	0.91	13.35 14.26
Total constructed during year.....			13.35	13.35	13.35	13.35	13.35	0.91	13.35 14.26
Total within the State constructed during year.....			13.35	13.35	13.35	13.35	13.35	0.91	13.35 14.26
December 31, 1886.									
The length of rail is double the length of single track, columns (b) and (c) above.	Within the State.				Total.				
	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail.....	1.82	44.00	80.08	1.82	44.00	80.08	1.82	44.00	80.08
Length of steel rail.....	26.70	33 $\frac{3}{8}$	1,048.93	26.70	33 $\frac{3}{8}$	1,048.93	26.70	33 $\frac{3}{8}$	1,048.93
Total length of iron rail laid during the year.....	1.82	44.00	80.08	1.82	44.00	80.08	1.82	44.00	80.08
Total length of steel rail laid during the year.....	26.70	33 $\frac{3}{8}$	1,048.93	26.70	33 $\frac{3}{8}$	1,048.93	26.70	33 $\frac{3}{8}$	1,048.93

STATE OF CALIFORNIA, }
County of San Francisco. } ss.

Chas. F. Crocker, President of the Southern Pacific Branch Railway Company, and J. L. Willcutt, Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1886.

CHAS. F. CROCKER.
J. L. WILLCUTT.

Subscribed and sworn to before me, this twenty-fifth day of July, 1887.

E. B. RYAN,
Notary Public in and for the City and County of San Francisco.

SOUTHERN PACIFIC COMPANY.

The Southern Pacific Company is organized under the laws of the State of Kentucky. It operates, under lease, railroad lines in California, Nevada, Utah, Arizona, New Mexico, Texas, and Louisiana, and steamship lines running from New Orleans to New York, Havana, Vera Cruz, etc. These lines include the Southern Pacific Transcontinental Line. This report of the Southern Pacific Company includes complete statements of the financial condition of that corporation, and exhibits the earnings, expenses, and operations of the lines composing the Pacific System and Northern Division, which includes all lines operated by that company in California. The lines comprising the Pacific System and Northern Division of the Southern Pacific Company are as follows:

Central Pacific Railroad and branches, Amador Branch Railroad, Berkeley Branch Railroad, California Pacific Railroad, Northern Railway, San Pablo and Tulare Railroad, Stockton and Copperopolis Railroad, San Joaquin Valley and Yosemite Railroad, Los Angeles and San Diego Railroad, Los Angeles and Independence Railroad, Monterey Railroad, Pajaro and Santa Cruz Railroad, San José and Almaden Railroad, Southern Pacific Branch Railway, Southern Pacific Railroad of California (Northern Division, Southern Division), Southern Pacific Railroad of Arizona, Southern Pacific Railroad of New Mexico.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President	San Francisco.
C. P. Huntington, Vice-President	23 Broad Street, New York.
Chas. Crocker, Second Vice-President	San Francisco.
Chas. F. Crocker, Third Vice-President	San Francisco.
Timothy Hopkins, Treasurer	San Francisco.
E. H. Miller, Jr., Secretary and Controller	San Francisco.
W. E. Brown	San Francisco.
S. T. Gage	San Francisco.
W. V. Huntington	San Francisco.
F. S. Douty	San Francisco.
Ariel Lathrop	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Fourth and Townsend Streets	San Francisco, California.
No. 23 Broad Street	New York City, New York.

The Southern Pacific Company was incorporated March 17, 1884.

CAPITAL STOCK.

1. Capital stock authorized by charter *	\$1,000,000 00
2. Capital stock authorized by votes of company	100,000,000 00
3. Capital stock issued [number of shares, 890,277.7]; amount paid in	89,027,770 00
5. Total amount paid in, as per books of the company	89,027,770 00
8. Par value of shares issued	100 00
9. Total number of stockholders	91
10. Number of stockholders in California	{ Have no means of telling the residence of owners.
11. Amount of stock held in California	

* The capital stock may be increased from time to time to such sums as may be determined by the Board of Directors, subject to approval by at least two thirds of the stockholders.

DEBT.

14. Unfunded debt:	
Sundry liabilities.....	\$8,641,138 43
Net profit, payable to C. P. R. R. Co., for the year 1886.....	1,324,998 31
15. Total amount of unfunded debt.....	\$9,966,136 74
16. Total gross debt liabilities.....	\$9,966,136 74
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Materials and supplies on hand.....	\$3,393,581 94
Other securities and debt balances.....	6,140,613 76
	\$9,534,195 70
18. Total net debt liabilities.....	\$431,941 04
19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company (giving name of each):	
The Southern Pacific Company pays interest on the bonds of the following companies, viz.:	
Central Pacific Railroad Company.....	\$61,697,000 00
Southern Pacific Railroad Company of California.....	33,303,000 00
Southern Pacific Railroad Company of Arizona.....	10,000,000 00
Southern Pacific Railroad Company of New Mexico.....	4,180,000 00
Galveston, Harrisburg, and San Antonio Railway Company.....	25,528,000 00
Texas and New Orleans Railroad Company.....	4,279,000 00
Louisiana Western Railroad Company.....	2,240,000 00
Morgan's Louisiana and Texas Railroad and Steamship Company..	6,736,716 00
New York, Texas, and Mexican Railway Company.....	1,518,000 00
	\$149,481,716 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

(No road owned.)

EQUIPMENT.	Number.	To December 31, 1886.
		Cost.
16. Passenger cars.....	20	\$87,839 60
Baggage cars.....	6	15,286 80
17. Freight cars.....	1,000	568,824 88
18. Total for equipment—owned by Southern Pacific Company..	1,026	\$671,951 28

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

20. *Stock of other roads.*

	To December 31, 1886.	
	Number of Shares.	Price Paid.
Southern Pacific Railroad of California.....	439,979	-----
Southern Pacific Railroad of Arizona.....	199,950	-----
Southern Pacific Railroad of New Mexico.....	66,888	-----
Galveston, Harrisburg, and San Antonio Railway.....	262,784	-----
Texas and New Orleans Railroad of 1874.....	50,000	-----
Louisiana Western Railroad.....	33,600	-----
Morgan's Louisiana and Texas Railroad and Steamship Company.....	40,627	-----
Mexican International Railroad.....	41,721	-----
New York, Texas, and Mexican Railway.....	5,980	-----
	\$1,141,520	\$88,115,820 00

21. Bonds of other roads.

	To December 31, 1886.	
	Nominal Amount.	Price Paid.
Galveston, Harrisburg, and San Antonio Railway, second mortgage, Western Division, 6 per cent	\$1,110,000 00	\$999,000 00

22. Other securities.

Stock of Union Compress and Warehouse Company (price paid).....	\$10,000 00
---	-------------

24. Investment in transportation lines.

None, except through ownership of stock of other railroads.

25. Other property purchased.

Property owned by Southern Pacific Company	\$27,767 70
26. Total for property purchased, etc.....	709,718 98
27. Whole amount of permanent investments.....	89,824,538 98
29. Amount of supplies and materials on hand.....	Included in No. 30.
30. Cash and cash assets.....	9,534,195 70
31. Total property and assets of the company.....	99,358,734 68

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

(No road owned. Betterments and additions to property of roads operated are charged in profit and loss account.)

13. Passenger, mail, and baggage cars owned by Southern Pacific Co. [26]	\$103,126 40
14. Freight and other cars owned by the Southern Pacific Co. [1,000]	568,824 88
17. Any other expenditures charged to property account (specifying same):	
Property at New Orleans, La., owned by Southern Pacific Co.	21,545 00
Land near Cameron, Cal., owned by Southern Pacific Co.	225 00
Land near San Fernando, Cal., owned by Southern Pacific Co.	422 70
House at Houston, Texas, owned by Southern Pacific Co.	1,075 00
Wharf, etc., at Rockport, Texas, owned by Southern Pacific Co.	3,500 00
Lots in Houston, Texas, owned by Southern Pacific Co.	1,000 00
Stock of Union Compress and Warehouse Company.....	10,000 00
18. Total	\$709,718 98
20. Net addition to property account for the year (owned by Southern Pacific Company).....	709,718 98

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company....	\$5,328,356 16
2. Derived from passengers from and to other roads, over roads operated by this company.....	1,944,862 58
3. Derived from other roads as tolls for use of passenger cars and engines.....	121,575 11
4. Derived from other sources belonging to passenger department (sleeping cars).....	272,196 45
5. Derived from express and extra baggage.....	373,625 36
6. Derived from mails.....	594,335 13
7. Total earnings from passenger department.....	\$8,634,950 79
8. Derived from local freight on roads operated by this company.....	\$10,071,356 99
9. Derived from other roads as tolls for use of freight cars and engines.....	144,424 38
10. Derived from freight from and to other roads on joint tariff.....	3,906,504 14
12. Total earnings from freight department.....	\$14,122,285 51
13. Derived from rents for use of road and equipment when leased:	
Miscellaneous earnings.....	\$129,469 87
Rental earnings.....	85,748 32
Telegraph earnings.....	100,000 00
14. Total transportation earnings.....	\$23,072,454 49

15. Earnings per mile of road operated (average, 3,055.52 miles)	\$7,551 07
16. Earnings per train mile (total passenger and freight)	2 20
17. Income derived from rent of property, other than road and equipment (specifying same):	
Gross earnings Sacramento River steamers	138,810 00
Rent for Colorado Division, leased to A. & P. R. R. Co.	436,266 00
Rent for use of track between Colton and Los Angeles by California Southern Railroad	69,000 00
Rent for third rail privilege at Ogden to D. & R. G. Ry.	525 12
Interest received	579 86
19. Total income derived from all sources	\$23,717,635 47

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local	\$715,075 66
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Expense of Superintendent	133,796 17
Office expense	386,095 83
Stationery and printing	48,273 85
Advertising	40,632 28
Miscellaneous expense	108,973 68
Engineering	17,525 01
General expense	766,180 52
Legal	214,217 94
Betterments and additions	390,529 12
3. Insurance premiums and losses by fire, and damages for fires set by engines	35,950 65
4. Telegraph expenses	162,303 82
5. Total	\$3,019,554 53
6. Proportion belonging to passenger department [37.94 per cent]	\$1,145,618 99
7. Proportion belonging to freight department [62.06 per cent]	1,873,935 54

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties, includ- ing road crossings and signs)	\$1,122,503 55
3. Steel rails laid, deducting old rails taken up:	
Number of miles, 61.75; weight per yard, 50 pounds	110,726 61
Number of miles, 6.16; weight per yard, 60 pounds	17,611 49
4. New ties (number, 479,407); cost	205,084 90
5. Repair of bridges	176,371 83
6. Repair of buildings and fixtures (stations, etc.)	62,244 45
6½. Repairs of snowsheds	52,182 61
7. Repairs of and additions to machine shops and machinery	98,121 91
8. Repairs of fences (road crossings and signs included in No. 1)	32,069 61
8½. Wharf service	31,689 17
9. Removing ice and snow	16,174 06
10. Repairs of locomotives	666,654 35
14. Fuel for engines and cars:	
Number of cords of wood, 64,632½; cost	290,893 66
Number of tons of coal, 341,028¾; cost	1,948,609 47
15. Water and water stations	128,305 34
16. Fuel for stations and shops {	For shops, charged pro rata to work.
{	For stations, charged to station services.
17. Oil and waste	53,108 83
18. Switchmen, watchmen, flag and signalmen	Included in train service.
19. Total	\$5,022,555 31
20. Proportion of same to passenger department [37.94 per cent]	\$1,905,557 48
21. Proportion of same to freight department [62.06 per cent]	3,116,997 83

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars, also express cars.....	\$284,412 02
3. Damages and gratuities, passengers.....	70,639 06
4. Salaries, wages, and incidentals of passenger trains.....	896,472 43
Salaries, wages, and incidentals of ferries.....	323,076 31
5. Salaries, wages, and incidentals of passenger stations.....	300,167 32
7. Amount paid other roads for balance of mileage of passenger cars and engines.....	119,799 63
8. Total.....	\$1,994,566 77

Class IV—Freight traffic expenses.

1. Repairs of freight cars.....	\$504,410 88
Repairs of dump and work cars.....	4,698 48
3. Damages and gratuities, freight.....	43,842 54
4. Salaries, wages, and incidentals of freight trains.....	1,310,500 57
Salaries, wages, and incidentals of ferries.....	169,452 10
5. Salaries, wages, and incidentals of freight stations.....	663,972 50
7. Amount paid other roads for balance of mileage of freight cars and engines.....	197,045 04
8. Total.....	\$2,893,922 11

9. Total expenses of operating the road embraced in Classes I, II, III, and IV.....	\$12,930,598 72
12. Amount paid other companies as rent for use of road (specifying each company, the amount and basis on which rent is computed):	
Amador Branch Railroad.....	48,000 00
Berkeley Branch Railroad.....	9,984 00
California Pacific Railroad.....	600,000 00
Colorado River bridge.....	12,000 00
Los Angeles and Independence Railroad.....	20,196 00
Los Angeles and San Diego Railroad.....	33,384 00
Monterey Railroad.....	20,400 00
Northern Railway and transfer steamer.....	575,000 00
Pajaro and Santa Cruz Railroad.....	31,800 00
Rio Grande bridge.....	12,000 00
Sacramento and Placerville Railroad.....	7,200 00
San Pablo and Tulare Railroad.....	165,600 00
Stockton and Copperopolis Railroad.....	25,000 00
Union Pacific Railway.....	29,773 35
Wilmington extension.....	80,000 00
Central Pacific Railroad.....	1,324,998 31
Sacramento River steamers, operating expenses.....	\$146,561 79
Sacramento River steamers, taxes.....	1,153 87
	\$147,715 66
Sacramento River steamers (less credit to betterments and additions).....	646 28
	147,069 38
13. Total expenses.....	\$16,072,993 76

NET INCOME, DIVIDENDS, ETC.

(Net income, dividends, etc., of the several railroad companies are shown in their respective reports.)

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from passenger department, as per "Revenue for the Year," No. 7.....	\$8,634,950 79
2. Per passenger train mile.....	2 02
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6.....	1,145,618 99
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 20.....	1,905,557 48
5. Expenses, "Passenger Traffic," as per Class III, No. 8.....	1,994,566 77
6. Total expenses, not including interest nor rental leased lines.....	5,045,743 24
7. Per passenger train mile.....	1 18
8. Net earnings, not including interest nor rental leased lines.....	3,589,207 55
9. Per passenger train mile.....	84

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from freight department, as per "Revenue for the Year," No. 12	\$14,122,285 51
2. Per freight train mile	2 27
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7	1,873,935 54
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 21	3,116,997 83
5. Expenses, "Freight Traffic," as per Class IV, No. 8	2,893,922 11
6. Total expenses, not including interest nor rental leased lines	7,884,855 48
7. Per freight train mile	1 27
8. Net earnings, not including interest nor rental leased lines	6,237,430 03
9. Per freight train mile	1 00

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1886.

Debits.

Cost of equipment (cars owned)	\$671,951 28
Other investments	37,767 70
Supplies and materials on hand	3,393,581 94
Cash, cash assets, and other items (specifying same):	
Stocks and bonds owned	89,114,820 00
Demand loans	250,000 00
Remittances in transit	322,429 13
Due by agents	313,450 06
Due by companies and individuals	3,283,064 72
Due by United States Government for transportation, etc.	903,187 15
Unadjusted open accounts	245,723 43
Due by lesser properties under lease of March 1, 1885, being deficit for 1886—payable from subsequent operations	743,525 13
Due from other leased lines from operations for the year	79,234 14
Total	\$99,358,734 68

Credits.

Capital stock	\$89,027,770 00
Other debts (specifying same):	
Due companies and individuals	2,163,347 48
Bills and accounts payable	207,488 74
Unpaid vouchers and payrolls	2,162,677 43
Unadjusted open accounts	209,446 31
Taxes in litigation	709,432 64
Coupons due in 1885 and 1886 uncalled for	328,339 02
Coupons due in 1887; proportion of interest accrued to December 31, 1886	2,860,406 81
Due Central Pacific Railroad Company May 1, 1887, for net profits for the year 1886	1,324,998 31
Profit and loss (profit, if any)	364,827 94
Total	\$99,358,734 68

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1886.

	Debits.	Credits.
To operating expenses.....	\$18,514,655 58	
To rental of leased properties for 1886.....	1,867,165 15	
To additions and betterments.....	560,856 00	
To taxes.....	888,622 69	
To interest on bonded debt to December 31, 1886.....	8,754,810 08	
To interest on floating debt, payments.....	330,191 29	
To C. P. R. R. Co.'s sinking funds.....	778,500 00	
To C. P. R. R. Co.'s United States sinking funds.....	418,271 56	
To C. P. R. R. Co.'s for net profits year 1886.....	1,324,998 31	
To operations of transportation lines in Louisiana and Texas.....	27,940 79	
To balance to credit of general account.....	364,827 94	
By balance surplus January 1, 1886.....		\$184,205 55
By gross earnings.....		31,797,882 02
By rental from lines leased.....		560,691 12
By interest on floating debt received.....		211,418 93
By interest on bonds owned.....		66,600 00
By income from other sources.....		187,282 50
By due from lesser properties under lease of March 1, 1885, being deficit for 1886, payable from subsequent operations.....		743,525 13
By due from other leased lines on operations for the year 1886.....		79,234 14
	\$33,830,839 39	\$33,830,839 39
Balance brought down.....		364,827 94

DESCRIPTION OF ROAD.

(No road owned.)

ROADS BELONGING TO OTHER COMPANIES OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

30. Names, Description, and Length of Each.

Name of Company.	Termini.		Length (Miles).	Amount of Rental.
	From.	To.		
Central Pacific Railroad	San Francisco	Ogden	872.59	Net earnings.
Central Pacific Railroad	Niles	San José	17.54	
Central Pacific Railroad	Roseville	McCloud's	226.90	
Central Pacific Railroad	Lathrop	Goshen	146.08	
Central Pacific Railroad	Oakland	Local lines	4.84	Principal and interest on \$500,000—thirty-years bonds at 5 per cent, and net earnings, to apply on float- ing debt of South Pacific Coast Railroad.
Central Pacific Railroad	Alameda	Local lines	12.47	
Sacramento and Placerville Railroad	Brighton	Sacramento	5.64	
Stockton and Copperopolis Railroad	Stockton	Milton	30.00	
Stockton and Copperopolis Railroad	Peters	Oakdale	19.00	Principal and interest on \$500,000—thirty-years bonds at 5 per cent, and net earnings, to apply on float- ing debt of South Pacific Coast Railroad.
Amador Branch Railroad	Galt	Ione	27.20	
Berkeley Branch Railroad	Shell Mound	Berryman's	3.84	
California Pacific Railroad	Vallejo Junction	Vallejo	2.00	
California Pacific Railroad	Vallejo	Sacramento	60.39	\$50,000 per month.
California Pacific Railroad	Davis	Knight's Landing	18.57	
California Pacific Railroad	Napa Junction	Calistoga	34.48	
Los Angeles and Independence Railroad	Los Angeles	Santa Monica	16.83	
Los Angeles and San Diego Railroad	Los Angeles	Santa Ana	27.60	\$100 per mile per month. \$100 per mile per month. \$1,700 per month.
Monterey Railroad	Castroville	Monterey	15.12	
Northern Railway	West Oakland	Delaware Street	4.53	
Northern Railway	West Oakland	Near Martinez	31.03	
Northern Railway	Port Costa	Suisun	17.33	Principal and interest on \$50,000 bonds at 6 per cent per annum.
Northern Railway	Woodland	Tehama	100.74	
Pajaro and Santa Cruz Railroad	Pajaro	Santa Cruz	21.20	
Pajaro and Santa Cruz Railroad	Aptos	Monte Vista	5.00	
San Pablo and Tulare Railroad	Near Martinez	Tracy	46.51	No rental fixed. No rental per month. \$500 per month. \$1 per annum and fixed charges.
San Joaquin Valley Railroad	Berenda	Raymond	21.00	
San José and Almaden Railroad	Hillsdale	Almaden	7.80	
Southern Pacific Branch Railway	San Miguel	Templeton	14.80	
Southern Pacific Railroad of California	Huron	Colorado River	528.99	Net earnings.
Southern Pacific Railroad of California	Los Angeles	San Pedro	24.24	
Southern Pacific Railroad of California	San Juan	Tres Pinos	100.49	

Southern Pacific Railroad of California	Carnadero	San Miguel	124.30	Net earnings.
Southern Pacific Railroad of Arizona	Colorado River	New Mexico line	383.74	Net earnings.
Southern Pacific Railroad of New Mexico	New Mexico line	Rio Grande	167.22	Net earnings.
Southern Pacific Railroad of New Mexico	Rio Grande	El Paso	3.61	Net earnings.
Union Pacific Railway	Ogden	Five miles west	5.00	Same rate per mile as
Pacific Improvement Company	Colorado River bridge .....	.....	.13	earned by Union Pacific on its own road.
Pacific Improvement Company	Rio Grande bridge .....	.....	.23	\$1,000 per month.
.....	.....	.....	3,148.98	\$1,000 per month.

31. Total length of above roads December 31, 1886.....	3,148.98 miles.
32. Total length of above roads in California.....	1,990.30 miles.
33. Total length of above roads in other States (specifying each):	
Nevada	448.73 miles.
Utah	154.64 miles.
Arizona	384.25 miles.
New Mexico	167.30 miles.
Texas	3.76 miles.
34. Total miles of road operated by this company, Pacific system and Northern Division (average for the year 1886, 3,055.52).....	3,148.98
35. Total miles of road operated by this company in California, Pacific system and Northern Division (average for the year 1886, 1,896.84).....	1,990.30
36. Number of stations on all roads operated by this company, Pacific system and Northern Division.....	752
39. Miles of telegraph on line of road operated by this company (average).....	3,055.52
41. Number of telegraph offices in company stations, Pacific system and Northern Division.....	259
42. Number of telegraph stations operated by this company, Pacific system and Northern Division.....	274
43. Number of telegraph stations operated jointly by railroad and telegraph companies, Pacific system and Northern Division.....	259

ROLLING STOCK OWNED.

	Number.	Average Weight.
6. Passenger cars.....	20	
Average weight.....		50,650
Maximum weight.....	[50,650]	
7. Mail and baggage cars.....	6	43,275
8. Eight-wheel box freight cars.....	1,000	20,500

14. Total number of freight cars, including coal, etc., on a basis of eight wheels.....	1,000
16. Number of cars equipped with train brakes.....	1,026
(Kind of brake: Westinghouse.)	
17. Number of passenger cars with Miller platform and buffer.....	20

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains.....	4,262,214
2. Rate of speed of express passenger trains, including stops.....	29.47
3. Rate of speed of accommodation trains, including stops.....	24.34
4. Miles run by freight trains.....	6,231,752
5. Rate of speed of express freight trains, including stops.....	No trains of this class.
6. Rate of speed of accommodation freight trains, including stops.....	13.78
7. Miles run by other trains, and for what purpose (work and switching).....	2,214,455
8. Total train miles run.....	12,708,421
9. Total number of passengers carried.....	9,902,639
Number of through passengers going east (or north).....	66,312
Number of through passengers going west (or south).....	92,246
Number of local passengers going east (or north).....	9,744,081
10. Total passenger mileage, or passengers carried one mile.....	353,119,640
11. Passenger mileage to and from other roads.....	126,551,742
Average number of miles traveled by each local passenger.....	23
Average number of miles traveled by each through passenger.....	798
Average number of miles traveled by each passenger, through and local.....	36
12. Number of tons freight carried.....	3,969,385
Number of tons freight from other States, carried.....	264,610
Number of tons freight in this State, carried.....	3,704,775
Number of tons freight produced in this State, carried.....	2,398,141
Number of tons of each class of freight produced in this State, carried:	
Vine and orchard.....	200,649 tons.
Field	819,924 tons.
Mines.....	161,711 tons.
Forest	479,843 tons.
Live stock.....	132,928 tons.
Hides.....	8,039 tons.
Honey	3,266 tons.
Ice	39,199 tons.
Wool	25,283 tons.
Salmon	6,534 tons.
Manufactures.....	263,915 tons.
Merchandise.....	256,850 tons.
Total.....	2,398,141 tons.

13. Total freight mileage, or tons carried one mile.....	980,443,574
14. Freight mileage to and from other roads.....	524,315,508
15. Highest rate of fare per mile for any distance (excluding one mile)...	6 cents.
16. Lowest rate of fare per mile for any distance (single fare:)	
Main lines.....	1.66 $\frac{2}{3}$ cents.
Ferry.....	1.05 cents.
Ferry commutation.....	.40 cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company.....	2.32 $\frac{1}{2}$ cents.
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets.....	2.94 $\frac{1}{2}$ cents.
18. Average rate of fare per mile received from passengers to and from other roads.....	1.54 cents.
20. Average rate of fare per mile for all passengers.....	2.05 cents.
21. Highest rate of freight per ton per mile for any distance.....	15 cents.
22. Lowest rate of freight per ton per mile for any distance.....	1 $\frac{3}{10}$ of a cent.
23. Average rate of local freight per ton per mile on roads operated by this company.....	2.21 cents.
24. Average rate of freight per ton per mile to and from other roads.....	.75 cents.
25. Average rate of freight per ton per mile for all.....	1.43 cents.
Average rate of freight per ton per mile, products of this State.....	Cannot tell.
Average rate of freight per ton per mile, products of other States ..	Cannot tell.
26. Average number of cars in passenger trains (including baggage cars).....	5.24
27. Average number of cars in freight trains—basis of eight-wheel.....	12.32
28. Average weight of passenger trains, including locomotives and tenders in working order (exclusive of passengers).....	Cannot tell.
29. Average weight of freight trains, including locomotives and tenders, in working order (exclusive of freight).....	Cannot tell.
30. Number of persons regularly employed by Pacific System and Northern Division, including officers.....	9,329
Average monthly pay of employes, other than officers.....	\$65 42
Average monthly pay of engine drivers.....	126 15
Average monthly pay of passenger conductors.....	104 16
Average monthly pay of freight conductors.....	94 17
Average monthly pay of baggage masters.....	73 26
Average monthly pay of brakemen, flagmen, and switchmen.....	73 05
Average monthly pay of section men.....	49 92
Average monthly pay of mechanics in shops.....	97 96
Average monthly pay of laborers at stations, etc.....	58 20

RELATING TO PASSENGERS.

Pacific System and Northern Division:

2. Passengers to San Francisco (including ferry).....	4,043,594
3. Passengers from San Francisco (including ferry).....	3,901,342

LIST OF ACCIDENTS IN CALIFORNIA.

	From causes beyond their own control—in California.		From their own misconduct or carelessness—in California.		Total—in California.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....		30	8	47	8	77
Employes.....	6	32	13	202	19	234
Others.....			61	87	61	87
Total.....	6	62	82	336	88	398

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

Date.	Injured	Killed	Cause.	Extent of Injury.
<i>Southern Pacific Company.</i>				
January 3	1		Collision	Slight injury.
January 4	1		Coupling cars	Leg bruised.
January 7	1		Jumped from train	Knee injured and back.
January 8	1		Jumped off engine	Ankle sprained.
January 5	1		Flue burst	Face scalded.
January 9	1		Coupling cars	Hand injured.
January 10	1		Jumped off train	Slight injury.
January 11	1		Drove on track	Slight injury.
January 13		1	Walking on bridge	Killed.
January 15	1		Struck by stake	Shoulder bruised.
January 18	1		Coupling cars	Hand bruised.
January 19	1		Jumped off train	Slightly scratched.
January 22	1		Bull obstructed track	Chin cut.
January 24	1		Getting off train	Face scratched.
January 25	1		Wood fell from tender	Hand injured.
January 26	1		Jumped from train	Slightly injured.
January 27	1		Coupling cars	Hand pinched.
February 4	2		Rear collision	Slightly injured.
February 6		1	Getting on brakebeam	Fatally injured.
February 6	1		Slipped on engine tank	Ribs broken.
February 6	1		Load shifted	Finger bruised.
February 8		1	Fell under car	Killed.
February 9	1		Loading freight	Hip wrenched.
February 10	1		Automatic brake	Slight injury.
February 13	1		Coupling cars	Badly injured.
February 14	1		Crossing track	Head cut.
February 16	1		Automatic brake	Face cut.
February 16	1		Fell from car	Head cut.
February 16	1		Struck gang plank	Scalp wound.
February 18	1		Defective switch	Finger injured.
February 18	1		Coupling cars	Hand mashed.
February 20	1		Walking on track	Killed.
February 21	1		Slipped off engine	Thumb injured.
February 21	1		Coupling cars	Finger injured.
February 23	1		Caught between car and platform	Fatally injured.
February 25	1		Ran against car	Fatally injured.
February 26	1		Passing between cars	Killed.
February 27	1		Coupling cars	Thumb mashed.
February 27	1		Getting on train	Face and hands bruised.
February 28	1		Head out of window	Slight injury.
March 1	1		Fell from car	Foot hurt.
March 4	1		Jumped from train	Three toes cut off.
March 5		1	Crossing track	Killed.
March 6	1		Jumped off train	Head cut.
March 7	1		Jumped off train	Jarred.
March 8	1		Fell from brakebeam	Ankle injured.
March 10	1		Struck by engine	Slight bruise.
March 12		1	On track and run over	Killed.
March 14	1		Train parted	Scalp wound.
March 14		1	Fell from train	Killed.
March 17		1	Fell from car	Killed.
March 20	1		Boarding train	Leg fractured.
March 21		1	Climbing on car	Killed.
March 23	1		Jumped off train	Slight injury.
March 23	1		Coupling cars	Hand injured.
March 26		1	Fell on track	Killed.
March 26	1		Coupling cars	Finger crushed.
March 27	1		Getting on train	Foot mashed.
March 27	1		Struck icicle on shed	Slight cut.
March 28		1	Fell on track	Killed.
March 28	1		Loading wood	Slight injury.
March 28	1		Walked on track	Legs and arm injured.
March 28	1		Collision	Leg fractured.
March 28	14		Broken rail	Bruised.
March 28	1		Stone thrown in car	Face cut.
March 30	1		Fell off train	Bruised.

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

Date.	Injured	Killed	Cause.	Extent of Injury.
March 30.		1	Fell off train	Killed.
March 30.	1		Getting on train	Slight injury.
April 1.	1		Coupling cars	Bruised.
April 1.	1		Getting on car	Knee sprained.
April 2.	1		Caught between car and platform	Killed.
April 2.	1		Fell between cars	Killed.
April 6.	1		Coupling cars	Slight injury.
April 7.	1		Going between cars	Bruised.
April 8.	1		Fell from cars	Killed.
April 8.	1		Jumping from train	Leg crushed.
April 9.	1		Struck by train	Head cut.
April 9.	1		On track and run over	Killed.
April 9.	1		Coupling cars	Finger cut.
April 9.	1		Fell off train	Ankle sprained.
April 11.		4	Collision	Killed.
April 11.	1		Coupling cars	Hand injured.
April 13.	1		Fell off train	Hip injured.
April 15.	1		Fell between cars	Killed.
April 15.	1		Water gauge broken	Scalded.
April 16.	1		Switching	Foot injured.
April 17.	1		Fell from car	Bruised.
April 20.	1		Jumped off train	Hand bruised.
April 21.	1		Loading wood	Finger mashed.
April 21.	1		Struck cattle chute	Scalp wound.
April 22.	1		Wood fell on hand	Finger injured.
April 22.	1		Getting off train	Slight injury.
April 23.		1	Fell from car	Killed.
April 24.	1		Sleeping near track	Badly bruised.
April 25.	1		Struck by engine	Bruised.
April 25.		1	Fell off train	Killed.
April 27.	1		Coupling trains	Finger bruised.
April 27.	1		Boarding train	Bruised.
April 28.	1		Fell from train	Slight injury.
April 29.	1		Door shut on hand	Finger cut off.
April 30.		1	Working under car, car fell down	Killed.
May 1.		1	Fell under wheels	Killed.
May 3.	1		Fell off brakebeam	Foot crushed.
May 3.		1	Sitting on track	Killed.
May 6.	1		Walking on track	Leg cut off.
May 6.	1		Slipped from wood pile	Ankle sprained.
May 9.	1		Jumped from train	Bruised.
May 10.	1		Walking on track	Three ribs broken.
May 12.	1		Fell from car	Arm broken.
May 12.	1		Jumped from train	Leg broken.
May 13.	1		Jumped off train	Scalp wound.
May 13.	1		Walking on track	Slight injury.
May 13.	1		Coupling cars	Hand mashed.
May 15.	1		Getting off train	Back injured.
May 15.	1		Uncoupling cars	Finger mashed.
May 17.	1		Boarding train	Head and arm injured.
May 18.		1	Collision	Killed.
May 18.		1	Asleep on track	Killed.
May 19.	1		Standing on track	Leg bruised.
May 20.	1		Jumped off train	Slight injury.
May 20.		1	Fell off car	Killed.
May 21.		1	Under locomotive and run over	Killed.
May 24.	1		Coupling cars	Finger bruised.
May 24.	1		Wood fell on hand	Hand bruised.
May 26.	1		Coupling cars	Finger mashed.
May 26.	1		Getting between cars	Slight injury.
May 26.	1		Coupling cars	Finger bruised.
May 27.	1		Fell off wood pile	Ankle sprained.
May 27.	1		Fell off train	Bruised.
May 28.	1		Stepped off train	Slight injury.
May 29.	1		Jumped off train	Slight injury.
May 30.		1	Asleep on track	Killed.
June 1.	1		Engine broke	Collar bone broken.

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

Date.	Injured.	Killed.	Cause.	Extent of Injury.
June 2.	1		Coupling cars.	Finger cut off.
June 3.	1		Climbing between cars.	Knee bruised.
June 3.	1		Getting on train.	Slight injury.
June 3.		1	Crazy—jumped from train.	Fatally injured.
June 3.	1		Slipped from engine.	Foot mangled.
June 7.	1		Coupling cars.	Head bruised.
June 7.	1		Getting on train.	Foot injured.
June 8.	1		Coupling cars.	Finger injured.
June 8.	1		Coupling cars.	Finger injured.
June 8.	1		Coupling cars.	Lips cut.
June 8.	1		Lifting gang plank.	Chest injured.
June 9.	1		Jumped from car.	Ankle sprained.
June 9.	1		Coupling cars.	Hand injured.
June 9.	1		Fell from car.	Bruised.
June 10.	1		Fell from brakebeam.	Badly bruised.
June 10.	1		Getting on train.	Leg crushed.
June 10.	1		Coupling cars.	Finger injured.
June 10.	1		Coupling cars.	Hand injured.
June 11.	1		Getting off engine.	Ankle sprained.
June 12.	1		Coupling cars.	Finger mashed.
June 13.		1	Stepped before engine.	Killed.
June 14.	1		Fell from car.	Badly bruised.
June 14.	1		Coupling cars.	Leg broken.
June 16.		1	Stepped before train.	Killed.
June 17.	1		Getting on train.	Foot crushed.
June 19.	1		Switching.	Back bruised.
June 20.	1		Collision.	Scalded.
June 20.	1		Collision.	Knee sprained.
June 20.	1		Collision.	Head cut.
June 20.	1		Collision.	Chest injured.
June 21.	1		Ran before engine.	Eye cut.
June 21.	1		Coupling cars.	Finger injured.
June 22.	1		Getting on train.	Leg bruised.
June 24.	1		Coupling cars.	Hand injured.
June 24.	1		Jumped off train.	Bruised.
June 25.	1		Coupling cars.	Finger bruised.
June 25.	1		Fell off tender.	Bruised.
June 25.	1		Lifting baggage.	Finger broken.
June 25.	1		Struck baggage truck.	Hand cut.
June 28.	1		Switching.	Nose smashed.
June 30.		1	Fell under train.	Killed.
July 1.	1		Collision.	Leg injured.
July 1.	1		Struck telegraph wire.	Slight injury.
July 1.		1	Caught between cars.	Killed.
July 3.		1	Fell under car.	Killed.
July 6.	1		Foot caught under engine.	Foot bruised.
July 11.	1		Fell off train.	Scalp wound.
July 11.	1		Fell from car.	Bruised.
July 11.	1		Jumped from train.	Cut over eye.
July 12.	1		Crossing track.	Foot crushed.
July 16.	1		Coupling cars.	Finger bruised.
July 17.	1		Jumping from train.	Arm broken.
July 17.	1		Struck by engine.	Badly bruised.
July 18.	1		Coupling cars.	Hand injured.
July 18.	1		Coupling cars.	Squeezed.
July 19.	1		Climbing off car.	Knee sprained.
July 21.	1		Switching off car.	Thumb mashed.
July 21.	1		Foot caught between car.	Foot bruised.
July 22.	1		Setting brakes.	Ankle sprained.
July 23.	1		Jumped from train.	Stunned.
July 23.	1		Switching.	Hand injured.
July 23.	1		Collision.	Slight injury.
July 23.	1		Collision.	Head and arm injured.
July 23.	1		Collision.	Scalded.
July 24.	1		Coupling cars.	Hand injured.
July 24.	1		Drove across track.	Badly injured.
July 24.		1	Drove across track.	Killed.

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

Date.	Injured	Killed	Cause.	Extent of Injury.
July 25.	1		Walked before engine.	Foot cut off.
July 25.	1		Jumped from train.	Hand and face injured.
July 26.	1	1	Jumped before train.	Killed.
July 26.	1		Getting off train.	Foot crushed.
July 26.	1		Slipped off car.	Bruised.
July 28.	1		Coupling car.	Hand cut.
July 29.	1		Coupling car.	Foot crushed.
July 29.	1		Ran before engine.	Hand and knee.
July 29.	1		Coupling cars.	Slight injury.
July 30.	1		Fell off car.	Stunned.
July 31.	1		Fell on car.	Hip sprained.
August 2.	1		Struck telegraph wire.	Scraped.
August 2.	1		Collision.	Leg broke.
August 3.	1		Jumped on train.	Ankle crushed.
August 3.	1		Jumped on cars.	Slight injury.
August 3.	1		Jumped on cars.	Foot mashed.
August 3.	1		Jumped off train.	Hand injured.
August 4.	1		Jumped off train.	Head injured.
August 5.	1		Washout—derailment.	Leg and arm.
August 5.	1		Washout—derailment.	Foot crushed.
August 5.	1		On track and run over.	Head cut.
August 6.	1		Fell from car.	Collar bone broken.
August 6.	1		Drawbar fell on foot.	Foot bruised.
August 7.	1		Struck snowshed.	Scalp wound.
August 7.	1		Jumped off train.	Slight injury.
August 7.	1		On track and run over.	Head cut.
August 7.	1		Jumped off train.	Face bruised.
August 7.	1		Struck telegraph wire.	Slight injury.
August 8.	1		Fell off train.	Foot bruised.
August 9.	1		Getting off train.	Slight injury.
August 10.	1		Fell from train.	Bruised.
August 10.	1	1	Fell off train.	Fatally injured.
August 10.	1		Drove on track.	Slightly cut.
August 10.	1		Coupling cars.	Squeezed.
August 12.	1		Carrying engine-rod.	Hand scratched.
August 13.	1		Getting on train.	Slight injury.
August 13.	1		Crossing track.	Bruised.
August 13.	1		Collision.	Ankle sprained.
August 14.	1		Stepped before engine.	Foot bruised.
August 14.	1		Fell off brakebeam.	Arm broken.
August 15.	1	1	Crossing track.	Killed.
August 15.	1		Fell off train.	Slightly injured.
August 15.	1		Jumping off train.	Foot crushed.
August 15.	1		Wood fell from engine.	Bruised.
August 16.	1		Hand caught in door.	Finger crushed.
August 17.	1		Fell off train.	Slight injury.
August 17.	1		Slipped under car.	Toe bruised.
August 17.	1		Jumped off train.	Head bumped.
August 17.	1		Coupling cars.	Breast injured.
August 18.	1		Coupling.	Finger injured.
August 18.	1		Getting off car.	Ankle sprained.
August 18.	1	1	Getting on train.	Killed.
August 20.	1		Hand caught in target.	Finger injured.
August 20.	1		Coupling cars.	Finger injured.
August 21.	1		Jumped off train.	Toes mashed.
August 21.	1		On track and run over.	Killed.
August 23.	1	1	Lying on track.	Killed.
August 23.	1		Collision.	Ankle sprained.
August 23.	1		Collision.	Side injured.
August 23.	1		Fell from train.	Bruised.
August 24.	1		Loading freight.	Hand mashed.
August 26.	1		Getting on car.	Hand injured.
August 26.	1		Drawhead fell.	Foot bruised.
August 27.	1		Pin fell on hand.	Slight injury.
August 27.	1		Wheel broke.	Slight injury.
August 28.	1	1	Struck snowshed timber.	Fatally injured.
August 28.	1		Coupling cars.	Thumb injured.

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

Date.	Injured	Killed	Cause.	Extent of Injury.
August 28	1		Coupling cars	Chin cut.
August 28	1		Fell off plank	Back sprained.
August 28	1		Caught on couplings	Foot injured.
August 29		1	On track and run over	Killed.
August 30	1		Coupling cars	Hand injured.
August 30	1		Train broke apart	Bruised.
September 1	1		Lying on track	Foot crushed.
September 2	1		Jumped off train	Face cut.
September 3		1	Crossing track	Fatally injured.
September 3		1	Lying on track	Killed.
September 3		1	Fell off brakebeam	Killed.
September 3	1		Jumped off train	Bruised.
September 3		1	Fell from train	Killed.
September 3	1		Fell off car	Nose cut.
September 3	1		Turning car seat over	Finger injured.
September 4	1		On track and run over	Head hurt.
September 4	1		Getting on train	Bruised.
September 4	1		Coupling cars	Hand injured.
September 4		1	Drove on track	Killed.
September 4	1		Setting brake	Hand injured.
September 4		1	Fell off train	Fatally injured.
September 7	1		Fell off train	Arm broke.
September 7	1		Cutting waste for engine	Arm cut.
September 7		1	Engine fell in water	Drowned.
September 8	1		Open switch	Bruised.
September 8	1		Caught by brakebeam	Leg injured.
September 13	1		Switching	Side injured.
September 14	1		Sleeper berth fell	Head injured.
September 15	1		Drawhead fell on foot	Toe bruised.
September 15	1		Jumping on train	Slight injury.
September 17	1		Car window fell	Hand mashed.
September 18	1		Coupling cars	Finger mashed.
September 18	1		Fell off brakebeam	Slight injury.
September 19	1		Unloading freight	Strained.
September 20	1		Unloading freight	Foot crushed.
September 20	1		Taking out blowcock	Scalded.
September 20	1		Coupling cars	Squeezed.
September 21	1		Fell off train	Slight injury.
September 21		1	Run on track	Killed.
September 21	1		Caught between cars	Bruised.
September 22		1	Crossing track	Fatally injured.
September 22	1		Coupling cars	Hand bruised.
September 23	1		Coupling cars	Hand injured.
September 24	1		Crossing between cars	Foot mashed.
September 26	1		Lubricator glass burst	Eye injured.
September 26	1		Fell off train	Slight injury.
September 27	1		Slipped off train	Slight injury.
September 27	1		Fell off train	Slight injury.
September 28	1		Coupling cars	Finger crushed.
September 28		1	Fell off brakebeam	Killed.
September 28	1		Coupling cars	Shoulder injured.
September 28	1		Coupling cars	Hand injured.
September 28	1		Coupling cars	Hand injured.
September 30	1		Open switch	Slight injury.
October 1	1		Getting on train	Shoulder and hip.
October 1	1		Struck car stake	Arm bruised.
October 2	1		Struck by engine	Elbow bruised.
October 3	1		Wheel broke	Hip and back.
October 3	1		Crossing track	Leg broken.
October 4	1		Crossing track	Bruised.
October 5	1		Crossbar thrown off car	Breast and face injured.
October 6	1		Jumped off train	Scratched.
October 6	1		Fell off car	Bruised.
October 7	1		Drove on track	Bruised.
October 7	1		Braking collision	Bruised.
October 10	1		Jumped off engine	Bruised.
October 10	1		Jumped off engine	Scratched.

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

Date.	Injured	Killed	Cause.	Extent of Injury.
October 11	1		Jumped from train	Badly injured.
October 12	1		Hand caught in door	Thumb mashed.
October 12	1		Crossing track	Bruised.
October 12	1		Crossing track	Hand injured.
October 15		1	Fell off train	Killed.
October 16		1	Stepped before engine	Killed.
October 16	1		Getting on train	Bruised.
October 17	1		Jumped off car	Bruised.
October 18	1		Struck cattle guard fence	Bruised.
October 18	1		Stepping off car	Slightly bruised.
October 20	1		Caught in door	Finger cut off.
October 20	1		Coupling cars	Finger injured.
October 24		1	On track and run over	Killed.
October 26	1		Collision	Slight injury.
October 27	1		Jumped off train	Slightly bruised.
October 27	1		Caught between cars	Foot crushed.
October 28	1		Jumped from train	Bruised slightly.
October 28	1		Coupling cars	Collar bone broken.
October 29		1	Fell on track	Fatally injured.
October 29	1		Crossing between cars	Foot crushed.
October 30		1	Jumped off train	Fatally injured.
October 30	1		Coupling cars	Thumb injured.
October 31	1		Coupling cars	Hand injured.
October 31	1		Coupling cars	Hand injured.
October 31		1	Jumped from train	Fatally injured.
October 31	1		Crossing in front of train	Bruised.
November 2	1		Coupling cars	Hand injured.
November 3	1		Lying on track	Bruised.
November 4	1		Getting on train	Badly bruised.
November 6	1		Drove on track	Head injured.
November 6	1		Coupling cars	Finger injured.
November 6	1		Coupling cars	Hand mashed.
November 7		1	Walking on track	Killed.
November 8	1		Getting on train	Head and shoulder.
November 8	1		Coupling cars	Hand injured.
November 8		1	Lying on track	Killed.
November 9	1		Getting on engine	Leg broken.
November 10	1		Coupling cars	Ankle bruised.
November 10	1		Coupling cars	Fingers bruised.
November 11	1		Coupling cars	Hand mashed.
November 12	1		Coupling cars	Hand bruised.
November 13	1		Walking on track	Foot crushed.
November 13	1		Coupling cars	Hand bruised.
November 15	1		Coupling cars	Head injured.
November 16	1		Fell off car	Bruised.
November 16	1		Jumped from train	Bruised.
November 16	1		Fell off tender	Ankle sprained.
November 18		1	Ran on track	Killed.
November 20	1		Unloading freight	Hand cut.
November 20	1		Coupling	Knee bruised.
November 21		1	Lying on track	Killed.
November 21	1		Collision	Slight injury.
November 21	1		Getting on train	Squeezed.
November 22		1	Ran on track	Fatally injured.
November 22	1		Climbing on car	Legs crushed.
November 22	1		Getting on train	Foot injured.
November 23	1		Coupling cars	Hand injured.
November 23		1	Getting on train	Killed.
November 25	1		Letting brake off	Slight injury.
November 25	1		Coupling cars	Finger injured.
November 26	1		Berth fell	Head slightly injured.
November 27	1		Foot caught brakebeam	Foot slightly injured.
November 28	1		Loading coal	Hand injured.
November 28	1		Loading freight	Head cut.
November 30	1		Caught in door	Finger injured.
November 30	1		Slipped off engine	Toes mashed.
November 30	1		Coupling cars	Finger crushed.

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

Date.	Injured.	Killed.	Cause.	Extent of Injury.
November 30.	1		Getting off train.	Leg crushed.
December 1.		1	Jumped off train.	Fatally injured.
December 1.	1		Struck by engine.	Hip and side.
December 1.	1		Stepped before engine.	Bruised.
December 1.		1	Fell from car.	Fatally injured.
December 7.	1		Fell between cars.	Ankle sprained.
December 8.	1		Drove on track.	Head slightly cut.
December 10.	1		Coupling cars.	Two fingers cut off.
December 10.		1	Crossing track.	Killed.
December 10.	1		Jumped off train.	Hip slightly injured.
December 10.	1		Jumped from train.	Back slightly injured.
December 12.	1		Train broke apart.	Bruised.
December 13.		1	On track and run over.	Fatally injured.
December 16.	1		Fell off train.	Slightly injured.
December 18.	1		Train broke apart.	Slight injury.
December 18.	1		Train broke apart.	Ankle bruised.
December 21.	1		Coupling cars.	Bruised two fingers.
December 21.	1		Fell off train.	Severely injured.
December 21.	1		Coupling cars.	Hand injured.
December 22.	1		Getting on train.	Leg and arm injured.
December 23.		1	Playing on track.	Fatally injured.
December 24.	1		Fell on track.	Leg cut.
December 25.	1		Jumped from car.	Foot sprained.
December 26.	1		Getting on engine.	Knee bruised.
December 27.	1		Coupling cars.	Eye and head.
December 28.	1		Coupling cars.	Hand bruised.
December 29.	1		Loading freight.	Foot bruised.
December 31.	1		Coupling cars.	Hand injured.
	375	78	<i>Southern Pacific Company— Northern Division.</i>	
March 5.		1	Found on track.	Killed.
April 14.	1		Struck by engine.	Slightly injured.
April 28.	1		Fell from train.	Slightly injured.
April 28.	1		Getting on moving train.	Arm cut off.
April 28.	1		Fell from train.	Arm cut off.
May 2.	1		Jumped from train.	Slightly injured.
May 22.		1	Struck by train.	Killed.
June 9.	1		Struck by train.	Slightly injured.
June 18.	1		Caught between cars.	Slightly injured.
June 18.	1		Fell from train.	Slightly injured.
June 21.		1	Getting on moving train.	Killed.
July 16.	1		Riding drawhead.	Foot squeezed.
July 18.	1		Fell while stealing ride.	Lost leg.
July 24.		1	Boarding moving train.	Killed.
July 25.	1		Coupling cars.	Hand squeezed.
July 31.		1	Struck by train.	Killed.
August 14.	1		Struck by bridge.	Slightly injured.
August 19.		1	Struck by engine.	Killed.
August 22.		1	Struck by train in tunnel.	Killed.
August 26.	1		Jumped on box-car.	Leg amputated.
August 31.	1		Fell while switching.	Slightly injured.
September 5.	1		Fell from train.	Slightly injured.
September 7.	1		Coupling cars.	Lost finger.
September 14.	1		Fell boarding train.	Lost leg.
October 3.		1	Fell from train.	Killed.
October 22.	1		Train derailed.	Slightly injured.
October 29.	1		Coupling cars.	Two fingers mashed.
November 9.		1	Jumped from train.	Killed.
November 11.	1		Coupling cars.	Slightly injured.
November 18.	1		Switching.	Slightly injured.
December 10.	1		Coupling cars.	Finger mashed.
December 11.	1		Alighting from train.	Slightly injured.
December 30.		1	Fell from train.	Killed.
	398	88		

STATE OF CALIFORNIA,
City and County of San Francisco, } ss.

Leland Stanford, President of the Southern Pacific Company, and Timothy Hopkins, Treasurer of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1886.

LELAND STANFORD.
TIMOTHY HOPKINS.

Subscribed and sworn to before me, this twelfth day of July, 1887.

E. B. RYAN,
Notary Public in and for the City and County of San Francisco.

STOCKTON AND COPPEROPOLIS RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President.....	San Francisco.
Chas. F. Crocker, Vice-President.....	San Francisco.
Timothy Hopkins, Treasurer.....	San Francisco.
W. V. Huntington, Secretary.....	San Francisco.
E. H. Miller, Jr.	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner Fourth and Townsend Streets.....San Francisco.

The Stockton and Copperopolis Railroad Company was incorporated November 17, 1877, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
Stockton and Copperopolis Railroad.....	October 11, 1865.
Stockton and Visalia Railroad.....	December 16, 1869.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$7,000,000 00
2. Capital stock authorized by votes of company.....	7,000,000 00
3. Capital stock issued [number of shares, 2,345,]; amount paid in.....	234,500 00
5. Total amount paid in, as per books of the company.....	234,500 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	15
10. Number of stockholders in California.....	13
11. Amount of stock held in California.....	200,520 00

DEBT.

12. Funded debt as follows:	
Bonds.....	500,000 00
Interest paid on same during year.....	\$25,000
13. Total amount of funded debt.....	\$500,000 00
14. Unfunded debt:	
All other debts, current credit balances, etc.....	\$116,325 43
16. Total gross debt liabilities.....	\$616,325 43
18. Total net debt liabilities.....	\$616,325 43

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

11. Total cost of construction, including rolling stock \$739,046 39

Equipment.

	No.	Cost.
12. Locomotives	3	} Included above.
16. Passenger cars	4	
Baggage cars	1	
17. Freight cars	45	

26. Total for property purchased, etc. \$739,046 39

31. Total property and assets of the company 739,046 39

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	}	\$927 23
2. Bridging		
3. Superstructure, including rails		
4. Land:		
Fences		470 59
20. Net addition to property account for the year		\$1,397 82

REVENUE FOR THE YEAR.

(See lessee's report.)

12. Derived from rents for use of road and equipment when leased	\$26,361 36
Less general expense	122 36
	\$26,239 00

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$26,239 00
2. Percentage of same to capital stock and net debt	2.91
3. Percentage of same to total property and assets	3.55
4. Interest accrued during the year:	
On funded debt	\$25,000 00
On other debt	6,579 11
Total	31,579 11
7. Balance for the year (deficit)	\$5,340 11
8. Deficit at commencement of the year	\$106,013 93
9. Deficit at commencement of the year, as changed by aforesaid entries	106,013 93
10. Total deficit, December 31, 1886	\$111,354 04

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(See lessee's report.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(See lessee's report.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1886.

Debits.

Cost of road	}	\$739,046 39
Cost of equipment		
Other investments		
Cash, cash assets, and other items (specifying same):		
Right of way		425 00
Profit and loss (loss, if any)		111,354 04
Total		\$850,825 43

Credits.

Capital stock.....	\$234,500 00
Funded debt.....	500,000 00
Other debts (specifying same).....	116,325 43
Total.....	\$850,825 43

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1886.

	Debits.	Credits.
Rental.....		\$26,361 36
General expense.....	\$122 36	
Interest.....	31,579 11	
Balance.....		5,340 11
	\$31,701 47	\$31,701 47
Loss.....	5,340 11	

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	February, 1871.
From Stockton to Milton and Oakdale.....	32,659 6 miles.
3. Length of line with track laid, if road is not completed.....	1
5. Branches owned by the company.....	
(Names and description of; single or double track):	
Peters to Milton (single track).....	11,992 8 miles.
6. Total length of branches owned by the company.....	11,992 8 miles.
7. Total length of branches owned by the company in California.....	11,992 8 miles.
10. Total length of road belonging to this company.....	44,652 4 miles.
11. Aggregate length of siding and other tracks not enumerated above.....	5,186 9 miles.
12. Same in California.....	5,186 9 miles.
13. Aggregate length of track belonging to this company computed as single track.....	49,839 3 miles.
14. Same in California.....	49,839 3 miles.
15. Total length of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 50 pounds).....	8,684 feet.
16. Number of spans of bridges of twenty-five feet and upwards, in California.....	4
18. Number of wooden bridges (aggregate length, 4,271 feet), in California.....	54
19. Number of crossings of highways at grade, in California.....	39
21. Number of crossings of highways under railroad, in California.....	2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	41
27. Number of railroad crossings at grade.....	1
Central Pacific Railroad at Stockton.	

ROLLING STOCK.

	No.	Average Weight.	Market Value (Estimated).
1. Locomotives.....	3		
Average weight of engines in working order.....		48,233	
Maximum weight of engines in working order [60,000].....			
2. Tenders.....	3		\$24,000 00
Average weight of tenders full of fuel and water.....		25,000	
Maximum weight of tenders full of fuel and water [30,000].....			
Average joint weight of engines and tenders.....		73,233	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender..... [41½ feet.]			
4. Total length of heaviest engine and tender over all..... [49 feet 8 inches.]			
6. Passenger cars.....	4		15,250 00
Average weight.....		31,800	
Maximum weight..... [31,800]			
7. Mail and baggage cars.....	1	32,000	2,000 00
8. Eight-wheel box freight cars.....	4	18,000	3,200 00
10. Eight-wheel platform cars.....	41	13,500	28,700 00
12. Other cars:			
Coal and gravel.....			2,923 96
13. Total market value.....			\$76,073 96
14. Total number of freight cars, including coal, etc., on a basis of eight wheels.....			45

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable. Interest and Principal.	Interest.	
				Rate.	Payable.
First mortgage.	Jan. 1, 1875..	Jan. 1, 1905..	Gold.....	5	January and July.
Authorized Amount.	Total Issued.		Accrued Interest.	Amount of Bonds Outstanding December 31, 1886.	
	December 31, 1886.		During Year.		
\$500,000 00	\$500,000 00		\$25,000 00	\$500,000 00	

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

No information has been furnished whereby grants made to the company could be entered on the books, the contract for building the road having stipulated that all grants should belong to the contractors as one of the considerations of construction.

TABLE E. OTHER AIDS OR GRANTS, FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.

Lands granted by United States, as per Act of Congress, March 4, 1867, were restored to public domain by a further Act, approved June 15, 1874.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Leland Stanford, President of the Stockton and Copperopolis Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-four sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1886.

LELAND STANFORD.
W. V. HUNTINGTON.

Subscribed and sworn to before me, this twenty-first day of May, 1887.

E. B. RYAN,
Notary Public in and for the City and County of San Francisco.

VACA VALLEY AND CLEAR LAKE RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

A. M. Stevenson, President	Vacaville.
Timothy Hopkins, Vice-President	San Francisco.
Chas. F. Crocker, Treasurer	San Francisco.
W. V. Huntington, Secretary	San Francisco.
Leland Stanford	San Francisco.
Chas. Crocker	New York.
A. M. Stevenson, General Superintendent	Vacaville.

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner Fourth and Townsend Streets.....San Francisco.

The Vaca Valley and Clear Lake Railroad Company was incorporated February 19, 1877.
Purchased Vaca Valley Railroad—not an incorporation.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$1,000,000 00
2. Capital stock authorized by vote of the company	500,000 00
4. Capital stock paid in on shares not issued [number of shares, 5,000]	250,000 00
8. Par value of shares issued	100 00
9. Total number of stockholders	7

DEBT.

14. Unfunded debt:	
All other debts, current credit balances, etc.....	\$121,915 10
16. Total gross debt liabilities	\$111,915 10
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Other securities and debt balances	11,402 95
18. Total net debt liabilities	\$100,512 15

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

11. Total cost of construction.....	\$185,004 02
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Equipment.

	To December 31, 1886.
	Cost.
12. Locomotives.....[2]	\$15,000 00
16. Passenger cars.....[2]	8,000 00
17. Freight cars.....[15]	10,000 00
18. Total for equipment.....	\$33,000 00

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. Lands.

Town lots in Madison and Winters (about).....	\$994 00
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24. Investments in Transportation Lines.

Purchase of Vaca Valley Railroad.....	\$250,000 00
26. Total for property purchased, etc.....	\$250,000 00
27. Whole amount of permanent investments.....	219,598 02
30. Cash and cash assets.....	12,285 63
31. Total property and assets of the company.....	\$481,883 65

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

19. Property sold and credited to property account during the year (specifying same):	
Town lot in Madison.....	\$50 00
20. Net addition to property account for the year.....	\$50 00

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company....	\$10,881 52
5. Derived from express.....	1,697 45
6. Derived from mails.....	1,182 57
7. Total earnings from passenger department.....	\$13,761 54
8. Derived from local freight on roads operated by this company.....	\$61,781 30
12. Total earnings from freight department.....	61,781 30
14. Total transportation earnings.....	75,542 84
15. Earnings per mile of road operated.....\$2,436 86	
19. Total income derived from all sources.....	75,542 84

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local.....	\$5,345 23
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Office expense (Vacaville).....	2,850 00
Office expense (San Francisco).....	408 10
Insurance.....	145 75
Legal expense.....	29 70
5. Total.....	\$8,778 78
6. Proportion belonging to passenger department [18.02 per cent].....	\$1,581 74
7. Proportion belonging to freight department [81.98 per cent].....	7,196 84

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties).....	\$18,652 25
2. Iron rails laid, deducting old rails taken up.....	
3. Steel rails laid, deducting old rails taken up.....	
4. New ties.....	2,679 80
5. Repairs of bridges.....	
6. Repairs of buildings and fixtures (stations and turntables).....	
7. Repairs of and additions to machine shops and machinery.....	1,762 48
8. Repairs of fences, road crossings, and signs (Berryessa grain road).....	
10. Repairs of locomotives.....	
11. Locomotive supplies.....	519 36
14. Fuel for engines and cars: Number of cords of wood; cost.....	667 23
15. Water and water stations.....	3,900 00
16. Fuel for stations and shops, stationery, and printing.....	329 67
	217 34
18. Total.....	\$28,728 17
20. Proportion of same to passenger department [18.02 per cent].....	\$5,176 82
21. Proportion of same to freight department [81.98 per cent].....	23,551 35

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars.....	\$1,348 81
3. Damages and gratuities.....	80 82
8. Total.....	\$1,429 63

Class IV—Freight traffic expenses.

1. Repairs of freight cars.....	\$301 05
2. Salaries, wages, and incidentals of freight trains.....	5,527 08
5. Salaries, wages, and incidentals of stations.....	3,860 75
7. Amount paid other roads for balance of mileage of freight cars.....	1,615 50
8. Total.....	\$11,304 38
9. Total expenses of operating the road embraced in Classes I, II, III, and IV.....	\$50,240 96

NET INCOME, DIVIDENDS, ETC.

1. Total net income.....	\$25,301 88
2. Percentage of same to capital stock and net debt.....	7.12
3. Percentage of same to total property and assets.....	5.33
4. Interest account during the year: On other debt.....	9,530 08
7. Balance for the year, or surplus.....	15,771 80
8. Surplus at commencement of the year.....	\$63,979 85
9. Surplus at commencement of the year, as changed by aforesaid entries.....	63,979 85
10. Total surplus, December 31, 1886.....	79,751 65

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from Passenger Department, as per "Revenue for the Year," No. 7.....	13,761 54
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6.....	1,581 94
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 20.....	5,176 82
5. Expenses, "Passenger Traffic," as per Class III, No. 8.....	1,429 63
6. Total expenses.....	8,188 39
8. Net earnings.....	5,573 15

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from Freight Department, as per "Revenue for the Year," No. 12.....	\$61,781 30
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7.....	7,196 84
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 21.....	23,551 35
5. Expenses, "Freight Traffic," as per Class IV, No. 8.....	11,304 38
6. Total expenses.....	42,052 57
8. Net earnings.....	19,728 73

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1886.

Debits.

Cost of road	\$435,604 02
Cost of equipment	33,000 00
Cash, cash assets, and other items (specifying same):	
Stockholders	250,000 00
Current accounts	12,285 63
Total	\$730,889 65

Credits.

Capital stock	\$500,000 00
Other debts (specifying same):	
Subsidies	21,808 50
Town of Madison	\$13,303 55
Town of Winters	4,110 85
Current accounts	17,414 40
Profit and loss (profit, if any)	111,915 10
Total	\$730,889 65

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1886.

	Debits.	Credits.
Balance from 1885		\$63,979 85
Earnings		75,542 84
Operating expenses	\$44,487 63	
Interest	9,530 08	
General expense	408 10	
Taxes	5,345 23	
To balance	79,751 65	
	\$139,522 69	\$139,522 69
By balance		79,751 65

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Elmira to Vacaville	Jan. 25, 1869.
From Elmira to Winters	Aug. 26, 1875.
From Elmira to Madison	May 1, 1877.
2. Length of main line of road from Elmira to Madison	28.55 miles.
Length of main line in California	28.55 miles.
11. Aggregate length of siding and other tracks not enumerated above	2 miles.
12. Same in California	2 miles.
13. Aggregate length of track belonging to this company computed as single track	30.55 miles.
14. Same in California	30.55 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California	4
18. Number of wooden bridges (aggregate length, 16 feet), in California	18
19. Number of crossings of highways at grade, in California	20
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	20
34. Total miles of road operated by this company	31
35. Total miles of road operated by this company in California	31
36. Number of stations on all roads operated by this company	6
37. Number of stations on all roads owned by this company	6
38. Same in California	6
39. Miles of telegraph on line of road operated by this company	30
41. Number of telegraph offices in company stations	3
42. Number of telegraph stations operated by this company	3
43. Number of telegraph stations operated jointly by railroad and telegraph companies	2

ROLLING STOCK.

	Number.	Average Weight.	Market Value.
1. Locomotives.....	1	28 tons.	\$4,500 00
2. Tenders.....	1		
6. Passenger cars.....	1		2,500 00
7. Mail and baggage cars.....	1		1,000 00
8. Eight-wheel box freight cars.....	5		2,000 00
10. Eight-wheel platform cars.....	10		3,000 00
12. Other cars: Hand cars.....	8		500 00
13. Total market value.....			\$13,500 00

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains, daily.....	120 miles.
2. Rate of speed of express passenger trains, including stops, daily.....	15 miles.
3. Rate of speed of accommodation trains, including stops, daily.....	15 miles.
4. Miles run by freight trains, daily.....	120 miles.
5. Rate of speed of express freight trains, including stops.....	15 miles.
6. Rate of speed of accommodation freight trains, including stops.....	15 miles.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company.....	5 cents.
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets.....	5 cents.
20. Average rate of fare per mile for all passengers.....	5 cents.
21. Highest rate of freight per ton per mile for any distance.....	7 cents.
22. Lowest rate of freight per ton per mile for any distance.....	4½ cents.
23. Average rate of local freight per ton per mile on roads operated by this company.....	6 cents.
26. Average number of cars in passenger trains (including baggage cars).....	} Combination freight, passenger, and baggage.
27. Average number of cars in freight trains—basis of eight-wheel....	
30. Number of persons regularly employed by company, including officers.....	30
Average monthly pay of employes, other than officers.....	\$65 00
Average monthly pay of engine drivers.....	110 00
Average monthly pay of passenger conductors.....	100 00
Average monthly pay of freight conductors.....	100 00
Average monthly pay of section men.....	50 00

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1886.	Length of Track December 31, 1886.			
				Length of Roadway—Single and Double Track.	Reduced to Single Track.		
			Single.		Track.	Sidings.	Track and Sidings.
Main Line and Branches.	From.	To.	Iron.	Iron.	Iron.	Iron.	Iron.
Main line within State	Madison.	Elmira..	29	29	29	2	31

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

Character of.	Total Amount of Bonds or Cash.	Cash Realized.
Given in cash or notes by individuals in 1878	\$23,157 50	\$21,808 50

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Timothy Hopkins, Vice-President of the Vaca Valley and Clear Lake Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-four sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1886.

TIMOTHY HOPKINS.
W. V. HUNTINGTON.

Subscribed and sworn to before me, this twenty-first day of May, 1887.

E. B. RYAN,
Notary Public in and for the City and County of San Francisco, California.

VISALIA RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

R. E. Hyde, President.....	Visalia.
E. Jacob, Vice-President and Treasurer.....	Visalia.
Solomon Sweet, Secretary.....	Visalia.
John Cutter.....	Visalia.
C. Burrell.....	Visalia.

BUSINESS ADDRESS OF THE COMPANY.

Visalia, Tulare County California.

The Visalia Railroad Company was incorporated May 21, 1874.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$100,000 00
2. Capital stock authorized by votes of company.....	100,000 00
3. Capital stock issued [number of shares, 1,000]; amount paid in.....	82,025 00
5. Total amount paid in, as per books of the company.....	82,025 00
8. Par value of shares issued.....	100 00
11. Amount of stock held in California.....	All.

DEBT.

17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets.....	\$16,500 00
Cash on hand.....	2,408 27
Materials and supplies on hand.....	7,921 36
18. Total assets.....	\$26,829 63

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

<i>Construction.</i>	
11. Total cost of construction	\$81,916 20
<i>Equipment.</i>	
18. Total for equipment	\$31,850 00

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. *Lands.*

Depot and land on which situated in Visalia, Tulare County, California	\$3,000 00
26. Total for property purchased, etc.	} 113,766 20
27. Whole amount of permanent investments	
28. Property in California (depot and land on which situate)	3,000 00
29. Amount of supplies and materials on hand	7,921 36
30. Cash and cash assets	18,908 27
31. Total property and assets of the company	143,595 83

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

9. Locomotives	[1] \$5,150 00
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REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	\$8,410 40
3. Derived from other roads as tolls for use of passenger cars	1,021 25
5. Derived from express and extra baggage	780 45
6. Derived from mails	98 24
7. Total earnings from passenger department	\$10,310 34
12. Total earnings from freight department	15,697 35
14. Total transportation earnings	\$26,007 69

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local	\$376 20
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	9,093 64
3. Insurance premiums and losses by fire, and damages for fires set by engines	146 25
4. Telegraph expenses and mail	208 14
5. Total	\$9,824 23

Class II—Maintenance of ways and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	\$1,080 76
4. New ties (number, 5,022); cost	2,982 70
6. Repairs of buildings and fixtures (stations and turntables)	253 95
10. Repairs of locomotives	88 13
14. Fuel for engines and cars: Number of cords of wood, 442½; cost	1,768 50
15. Water and water stations	14 75
17. Oil and waste	312 73
19. Total	\$6,481 52

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	\$416 71
8. Total	\$416 71

Class IV—Freight traffic expenses.

3. Damages and gratuities, freight	\$6 15
6. Paid corporations or individuals not operating road for use of freight cars	1,434 05
8. Total	\$1,440 20
9. Total expenses of operating road embraced in classes I, II, III, and IV	\$18,162 66

NET INCOME, DIVIDENDS, ETC.

1. Total net income.....\$7,845 03

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1886.

<i>Debits.</i>		
Cost of road.....		\$81,916 20
Cost of equipment.....		31,850 00
Other investments.....		3,000 00
Supplies and materials on hand.....		7,921 36
Sinking funds in hands of Trustees.....	}	18,908 27
Cash, cash assets, and other items (specifying same).....		
Total.....		\$143,595 83
<i>Credits.</i>		
Capital stock.....		\$82,025 00
Profit and loss (profit, if any).....		61,570 83
Total.....		\$143,595 83

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1886.

	Debits.	Credits.
Earnings.....		\$26,007 69
Expense operating road.....	\$18,162 66	
To balance.....	7,845 03	
	\$26,007 69	\$26,007 69
Profit.....		7,845 03

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use....September, 1874.
2. Length of main line of road from Visalia to Goshen.....7 $\frac{1}{2}$ miles.
- Length of main line in California.....7 $\frac{1}{2}$ miles.
10. Total length of road belonging to this company.....7 $\frac{1}{2}$ miles.
11. Aggregate length of siding and other tracks not enumerated above...1 mile.
12. Same in California.....1 mile.
13. Aggregate length of track belonging to this company computed as single track.....8 $\frac{1}{2}$ miles.
14. Same in California.....8 $\frac{1}{2}$ miles.

ROLLING STOCK.

	Number.	Average Weight.	Market Value.
1. Locomotives.....	3	15 $\frac{1}{2}$ tons.	\$12,650 00
6. Passenger cars.....	1	6 tons.	4,500 00
7. Mail and baggage cars.....	1	3 tons.	1,500 00
13. Total market value.....			\$18,650 00

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains.....44
8. Total train miles run.....44
15. Highest rate of fare per mile for any distance (excluding one mile)....7 cents.
16. Lowest rate of fare per mile for any distance (single fare).....7 cents.
21. Highest rate of freight per ton per mile for any distance.....68 $\frac{3}{4}$ cents.
22. Lowest rate of freight per ton per mile for any distance.....2 cents.
23. Average rate of local freight per ton per mile on roads operated by this company.....41 cents.
30. Number of persons regularly employed by company, including officers.....8

STATE OF CALIFORNIA,
 City and County of San Francisco. } ss.

R. E. Hyde, President of the Visalia Railroad Company, and Solomon Sweet, Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1886.

R. E. HYDE.
 SOLOMON SWEET.

Subscribed and sworn to before me, this thirty-first day of May, 1887.

JAMES L. KING, Notary Public.

NARROW GAUGE ROADS.



NARROW GAUGE ROADS.

CARSON AND COLORADO (THIRD DIVISION) RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

H. M. Yerington, President.....	Carson, Nevada.
D. A. Bender, Secretary.....	Carson, Nevada.
D. L. Bliss.....	Carson, Nevada.
W. S. Wood.....	San Francisco, California.
M. B. Langhorne.....	San Francisco, California.
James H. Dobinson.....	San Francisco, California.
S. Prentiss Smith.....	Sacramento, California.

BUSINESS ADDRESS OF THE COMPANY.

Carson City..... Nevada.

The Carson and Colorado Railroad Company, Third Division, was incorporated November 21, 1881.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$3,500,000 00
2. Capital stock authorized by votes of company.....	3,500,000 00
3. Capital stock issued [number of shares, 16,200]; amount paid in.....	1,620,000 00
5. Total amount paid in, as per books of the company.....	1,620,000 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	14
10. Number of stockholders in California.....	10

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

(Account not kept of these items by company.)

REVENUE FOR THE YEAR.

NOTE.—The revenue of this company is included in that of the Carson and Colorado Railroad Company, a Nevada incorporation, which has leased and is operating the line of this company.

D. A. BENDER, Secretary.

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

NOTE.—The traffic expenses of this company are included in the operating expenses of the Carson and Colorado Railroad Company, a Nevada incorporation—not being kept separate—which company has leased the railroad line of this company.

D. A. BENDER, Secretary.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1886.

NOTE.—The railroad of this company and its equipment were built under contract, the company agreeing to issue its capital stock and its first mortgage bonds at the rate of \$15,000 per mile therefor.

D. A. BENDER, Secretary.

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:
From State line to Keeler, Inyo County..... August 1, 1883.

MILEAGE, TRAFFIC, ETC.

(Statistics not kept of the mileage traffic of this company's road.)

STATE OF NEVADA,
County of Ormsby. } ss.

H. M. Yerington, President of the Carson and Colorado Railroad Company, Third Division, and D. A. Bender, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets have been prepared and compiled by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1886.

H. M. YERINGTON, President.
D. A. BENDER, Secretary.

Subscribed and sworn to before me, this eleventh day of June, 1887.

WILLIS G. CLARKE, Notary Public.

NEVADA COUNTY NARROW GAUGE RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

John F. Kidder, President.....	Grass Valley.
Peter Johnson, Vice-President.....	Grass Valley.
George Fletcher, Secretary.....	Grass Valley.
Coleman & Glasson, Treasurers.....	Grass Valley.
George D. McLean.....	Grass Valley.
W. S. Stoddard.....	Grass Valley.
Frank G. Beatty.....	Nevada City.
A. H. Parker.....	Nevada City.

BUSINESS ADDRESS OF THE COMPANY.

Grass Valley, Nevada County.....California.

The Nevada County Narrow Gauge Railroad Company was incorporated April, 1874.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$400,000 00
2. Capital stock authorized by votes of company.....	242,000 00
3. Capital stock issued [number of shares, 2,422].....	
4. Capital stock paid in on shares not issued [number of shares, 18].....	650 00
5. Total amount paid in, as per books of the company.....	242,850 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	124
10. Number of stockholders in California.....	124
11. Amount of stock held in California.....	242,200 00

DEBT.

12. Funded debt as follows:	
Bonds.....	\$260,000 00
Interest paid on same during year.....	\$20,800
13. Total amount of funded debt.....	\$260,000 00
14. Unfunded debt:	
All other debts, current credit balances, etc.....	\$6,110 31
Loan.....	2,500 00
	8,610 31
16. Total gross debt liabilities.....	\$268,610 31
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Materials and supplies on hand.....	9,542 96
18. Total net debt liabilities.....	\$259,067 35

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry	\$242,511 34
2. Bridging	48,235 37
3. Superstructure, including rails	162,654 13
4. Land	} 25,776 96
Land damages	
Fences	
5. Passenger and freight stations	13,350 41
6. Engine houses, car sheds, and turntables	7,708 72
7. Machine shops, including machinery and tools	8,358 08
9. Engineering	12,901 32
Agencies, salaries, and other expenses during construction	7,054 33
Section and tool houses, and other buildings	4,266 93
11. Total cost of construction	\$532,817 59

Equipment.

	Number	To December 31, 1886.
		Cost.
12. Locomotives	3	\$27,904 28
16. Passenger cars	2	7,612 32
Baggage cars (combination)	2	6,216 76
17. Freight cars	45	30,684 22
Other cars	4	1,445 54
18. Total for equipment		\$73,863 12

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

27. Whole amount of permanent investments	\$606,680 71
29. Amount of supplies and materials on hand	9,542 96
31. Total property and assets of the company	616,223 67

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

2. Bridging	\$2,038 35
7. Machine shops	490 40
18. Total	\$2,528 75
20. Net addition to property account for the year	\$2,528 75

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	\$31,339 91
5. Derived from express and extra baggage	3,500 46
6. Derived from mails	1,578 70
7. Total earnings from passenger department	\$36,419 07
8. Derived from local freight on roads operated by this company	\$59,457 06
11. Derived from other sources belonging to freight department	2,371 70
12. Total earnings from freight department	\$61,828 76
14. Total transportation earnings	98,247 83
15. Earnings per mile of road operated	4,366 57
16. Earnings per train mile (total passenger and freight)	1 91
19. Total income derived from all sources	98,247 83

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local.....	\$2,827 93
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
General salaries.....	4,440 00
Legal services and expenses.....	235 72
Injuries to persons (employés).....	22 50
Injuries to stock.....	65 00
Office furniture.....	16 40
Advertising.....	679 70
Stationery and printing.....	353 78
Incidentals.....	375 00
3. Insurance premiums and losses by fire, and damages for fires set by engines.....	3,149 06
5. Total.....	<u>\$12,165 09</u>
6. Proportion belonging to passenger department.....	\$4,501 08
7. Proportion belonging to freight department.....	7,664 01

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties).....	\$8,250 50
3. Steel rails laid, deducting old rails taken up. (Number of miles, 2; weight per yard, 35 pounds).....	5,137 40
4. New ties. (Number, 7,000; cost).....	2,100 00
5. Repairs of bridges.....	9,092 21
6. Repairs of buildings and fixtures (stations and turntables).....	1,524 34
7. Repairs of and additions to machine shops and machinery.....	601 60
8. Repairs of fences, road crossings, and signs.....	308 39
10. Repairs of locomotives.....	4,960 72
14. Fuel for engines and cars: Number of cords of wood, 1,750; cost.....	6,325 00
15. Water and water stations.....	422 25
16. Fuel for stations and shops.....	325 00
17. Oil and waste.....	1,253 66
19. Total.....	<u>\$40,296 07</u>
20. Proportion of same to passenger department.....	\$14,909 55
21. Proportion of same to freight department.....	25,386 52

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars.....	\$3,628 18
4. Salaries, wages, and incidentals of passenger trains.....	4,185 80
5. Salaries, wages, and incidentals of passenger stations.....	2,989 98
8. Total.....	<u>\$10,803 96</u>

Class IV—Freight traffic expenses.

1. Repairs of freight cars.....	\$3,778 47
3. Damages and gratuities, freight.....	161 94
4. Salaries, wages, and incidentals of freight trains.....	7,127 17
5. Salaries, wages, and incidentals of freight stations.....	5,091 05
8. Total.....	<u>\$16,158 63</u>
9. Total expenses of operating the road embraced in Classes I, II, III, and IV.....	\$79,423 75
10. Per train mile (total passenger and freight).....	\$1 55
11. Percentage of expenses to total transportation earnings.....	78.03
13. Total expenses.....	<u>\$79,423 75</u>

NET INCOME, DIVIDENDS, ETC.

1. Total net income.....	\$18,824 08
2. Percentage of same to capital stock and net debt.....	3.75
3. Percentage of same to total property and assets.....	3.05
4. Interest accrued during the year:	
On funded debt.....	\$20,800 00
6. Date of last dividend declared.....	Sept. 6, 1882.
7. Balance for the year (deficit).....	\$1,975 92
8. Surplus at commencement of the year.....	\$107,389 28
9. Surplus at commencement of the year, as changed by aforesaid entries.....	107,389 28
10. Total surplus, December 31, 1886.....	105,413 36

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from passenger department, as per "Revenue for the Year," No. 7.....	\$36,419 07
2. Per passenger train mile.....	2 34
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6.....	4,501 08
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 20.....	14,909 55
5. Expenses, "Passenger Traffic," as per Class III, No. 8.....	16,803 96
6. Total expenses.....	30,214 59
7. Per passenger train mile.....	1 94
8. Net earnings.....	6,204 48
9. Per passenger train mile.....	40

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from freight department, as per "Revenue for the Year," No. 12.....	\$61,828 76
2. Per freight train mile.....	1 73
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7.....	7,664 01
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 21.....	25,386 52
5. Expenses, "Freight Traffic," as per Class IV, No. 8.....	16,158 63
6. Total expenses.....	49,209 16
7. Per freight train mile.....	1 38
8. Net earnings.....	12,619 60
9. Per freight train mile.....	35

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1886.

<i>Debits.</i>	
Cost of road.....	\$532,817 59
Cost of equipment.....	73,863 12
Supplies and materials on hand.....	9,542 96
Total.....	\$616,223 67
<i>Credits.</i>	
Capital stock.....	\$242,200 00
Funded debt.....	260,000 00
Other debts (specifying same):	
Loan.....	2,500 00
Overdraft on treasury.....	6,110 31
Profit and loss (profit, if any).....	105,413 36
Total.....	\$616,223 67

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1886.

	Debits.	Credits.
Gross earnings.....		\$98,247 83
Total operating expenses.....	\$79,423 75	
Interest on funded debt.....	20,800 00	
Balance.....		1,975 92
	\$100,223 75	\$100,223 75
Loss.....	1,975 92	

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Colfax to Grass Valley	April 17, 1876.
From Colfax to Nevada City	May 24, 1876.
2. Length of main line of road from Colfax to Nevada City	22.64 miles.
10. Total length of road belonging to this company	22.64 miles.
11. Aggregate length of siding and other tracks not enumerated above	3 miles.
13. Aggregate length of track belonging to this company computed as single track	25.64 miles.
15. Total length of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 35 pounds)	4 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California	2
18. Number of wooden bridges (aggregate length, 320 feet), in California	2
19. Number of crossings of highways at grade, in California	19
20. Number of crossings of highways over railroad, in California	2
21. Number of crossings of highways under railroad, in California	1
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	21
29. Number of railroad crossings under other railroads	1
Central Pacific Railroad at Long Ravine	
37. Number of stations on all roads owned by this company	10
39. Miles of telegraph on line of road operated by this company	22
41. Number of telegraph offices in company stations	3

ROLLING STOCK.

	Number.	Average Weight.	Market Value.
1. Locomotives	3	36,000	\$9,000 00
Maximum weight of engines in working order			
..... [18 tons.]			
2. Tenders	3		
Maximum weight of tenders full of fuel and water			
..... [10 tons.]			
Average joint weight of engines and tenders		36,000	
6. Passenger cars	2		2,900 00
Maximum weight			
..... [11 tons.]			
7. Mail and baggage cars (combination)	2		2,000 00
8. Eight-wheel box freight cars	20		4,800 00
10. Eight-wheel platform cars	25		5,000 00
12. Other cars	4		100 00
13. Total market value			\$23,800 00

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	45
15. Number of locomotives equipped with train brakes	3
(Kind of brake: Westinghouse air.)	
16. Number of cars equipped with train brakes	4
(Kind of brake: Westinghouse air.)	
17. Number of passenger cars with Miller platform and buffer	4

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	4,955
2. Rate of speed of express passenger trains, including stops	12 miles.
3. Rate of speed of accommodation trains, including stops	12 miles.
4. Miles run by freight trains	17,626
5. Rate of speed of express freight trains, including stops	10 miles.
7. Miles run by other trains, and for what purpose:	
Mixed passenger and freight	28,599
Service	1,200
8. Total train miles run	52,380
9. Total number of passengers carried	36,201
10. Total passenger mileage, or passengers carried one mile	258,725
11. Passenger mileage to and from other roads:	
Average number of miles traveled by each local passenger	8
Average number of miles traveled by each through passenger	19½
Average number of miles traveled by each passenger, through and local	9½

12. Number of tons freight carried (not including gravel).....	28,456
13. Total freight mileage, or tons carried one mile.....	459,760
15. Highest rate of fare per mile for any distance (excluding one mile)....	10 cents.
16. Lowest rate of fare per mile for any distance (single fare).....	5½ cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company.....	5 $\frac{5}{81}$ cents.
18. Average rate of fare per mile received from passengers to and from other roads.....	10 cents.
20. Average rate of fare per mile for all passengers.....	8 $\frac{1}{100}$ cents.
21. Highest rate of freight per ton per mile for any distance, under seven miles.....	25 cents.
22. Lowest rate of freight per ton per mile for any distance.....	3 $\frac{3}{4}$ cents.
23. Average rate of local freight per ton per mile on roads operated by this company.....	16 $\frac{89}{100}$ cents.
26. Average number of cars in passenger trains (including baggage cars).....	2 $\frac{13}{100}$
27. Average number of cars in freight trains—basis of eight-wheel.....	2 $\frac{88}{100}$
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers).....	42 $\frac{1140}{2000}$ tons.
29. Average weight of freight trains, including locomotives and tenders, in working order (exclusive of freight).....	35 $\frac{40}{2000}$ tons.
30. Number of persons regularly employed by company, including officers.....	45
Average monthly pay of employes, other than officers.....	\$62 25
Average monthly pay of engine drivers.....	111 25
Average monthly pay of passenger conductors.....	100 00
Average monthly pay of freight conductors.....	90 00
Average monthly pay of baggage masters.....	75 00
Average monthly pay of brakemen, flagmen, and switchmen.....	65 00
Average monthly pay of section men.....	52 00
Average monthly pay of mechanics in shops.....	91 00
Average monthly pay of laborers.....	52 00

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Series.	Date.	Due.	In What Money Payable. Interest and Principal.	Interest.	
					Rate.	Payable.
First mortgage on road and equipment.....	325	Jan. 1, 1876.	Jan. 1, 1876.	Gold.....	8	Jan. and July.
Authorized Amount.	Total Issued, December 31, 1886.	Accrued Interest.			Amount of Bonds Outstanding December 31, 1886.	
		To December 31, 1886.	During Year.	Overdue.		
\$325,000 00	\$260,000 00	\$260,397 48	\$20,800 00	-----	\$260,000 00	

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

LENGTH OF TRACK DECEMBER 31, 1886.									
State, separately, lengths within and without State. Reduce to single track by adding length of double track.		Single.			Length of Roadway—Single and Double Track.			Reduce to Single Track.	
		Single.			Length of Roadway—Single and Double Track.			Sidings.	Track and Sidings.
Main Line and Branches.	From.	To.	Iron.	Steel.	Iron.	Steel.	Iron and Steel.	Iron.	Iron. Steel. Iron and Steel.
Main line within State ..	Colfax	Nevada City ..	18.64	4.00	18.64	4.00	22.64	3.00	(b) 21.64 (c) 4.00 25.64
December 31, 1886.									
The length of rail is double the length of single track, columns (b) and (c) above.									
Within the State.									
			Length in Miles.		Average Weight per Mile.		Total Weight (Tons).		
Length of iron rail			43.28		27.1120		1,178.00		
Length of steel rail			8.00		27.1120		220.00		
Total length of iron rail replaced by steel rail during the year			4.00		27.1120		110.00		

STATE OF CALIFORNIA, }
County of Nevada. } ss.

John F. Kidder, President of the Nevada County Narrow Gauge Railroad Company, and George Fletcher, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing twenty-six sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1886.

JOHN F. KIDDER.
GEORGE FLETCHER.

Subscribed and sworn to before me, this twenty-eighth day of May, 1887.

CHARLES W. KITTS,
Notary Public, Nevada County, California.

NORTH PACIFIC COAST RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

John W. Coleman, President and General Manager.....	San Francisco.
W. Steel, Vice-President.....	Oakland.
W. Young.....	San Francisco.
W. R. Fortune.....	San Francisco.
A. Borel.....	San Francisco.
C. Denervaud.....	San Francisco.
J. B. Mackie.....	Oakland.
W. F. Russell, Traffic Manager.....	San Francisco.
F. B. Latham, General Passenger and Ticket Agent.....	San Anselmo.
E. H. Shoemaker, Superintendent.....	Saucelito.

BUSINESS ADDRESS OF THE COMPANY.

327 Pine Street.....San Francisco.

The North Pacific Coast Railroad Company was incorporated December 16, 1871, and formed by the consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
North Pacific Coast Railroad Extension Company.....	December 5, 1882.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$1,500,000 00
2. Capital stock authorized by votes of the company.....	3,000,000 00
3. Capital stock issued [number of shares, 25,000]; amount paid in.....	2,500,000 00
5. Total amount paid in, as per books of the company.....	2,500,000 00
8. Par value of shares issued.....	2,500,000 00
9. Total number of stockholders.....	10
10. Number of stockholders in California.....	10

DEBT.

12. Funded debt as follows:	
Bonds.....	\$1,240,000 00
Interest paid on same during year.....	\$36,290 00
13. Total amount of funded debt.....	\$1,240,000 00
15. Total amount of unfunded debt.....	195,417 55
16. Total gross debt liabilities.....	\$1,435,417 55

17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand.....	\$3,908 43
Materials and supplies on hand.....	2,530 24
Sinking funds.....	6,355 14
Other securities and debt balances.....	29,024 63
	<u>\$41,818 44</u>
18. Total net debt liabilities.....	\$1,393,599 11
19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company (giving name of each).....	\$150,000 00
North Pacific Coast Railroad Extension Company.	

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

(Not kept separately.)

Equipment.

18. Total for equipment and construction.....	\$3,143,428 95
---	----------------

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

27. Whole amount of permanent investments.....	\$3,143,428 95
28. Property in California.....	All.
29. Amount of supplies and materials on hand.....	2,530 24
30. Cash and cash assets.....	32,933 06
31. Total property and assets of the company.....	<u>\$3,178,892 25</u>

32. SINKING AND CONTINGENT FUNDS.

Showing amount of same, and their purpose.

Character.	On Hand.	Received during Year.	Applied during Year.	On Hand Dec. 31, 1886.
First mortgage.....	\$6,984 93	\$9,370 21	\$10,000 00	\$6,355 14

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company....	\$144,705 65
5. Derived from express and extra baggage.....	14,699 68
6. Derived from mails.....	5,193 04
7. Total earnings from passenger department.....	<u>\$164,598 37</u>
8. Derived from local freight on roads operated by this company.....	\$147,170 58
12. Total earnings from freight department.....	<u>\$147,170 58</u>
14. Total transportation earnings.....	\$311,768 95
15. Earnings per mile of road operated.....	3,379 60
16. Earnings per train mile (total passenger and freight).....	1 16
17. Income derived from rent of property, other than road and equipment (specifying same):	
Charter.....	\$2,200 00
Rent.....	5,291 50
Sundries.....	1,462 40
	<u>8,953 90</u>
19. Total income derived from all sources.....	<u>\$320,722 85</u>

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local, part charged to profit and loss.....	\$3,546 90
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
General office	\$10,932 65
Superintendent	4,200 00
Legal services	952 50
Stationery and printing	2,614 60
Advertising	3,292 62
Rents	7,605 13
Incidentals	1,216 68
	30,814 18
3. Insurance premiums and losses by fire, and damages for fires set by engines.....	2,960 55
5. Total	<u>\$37,321 63</u>
6. Proportion belonging to passenger department*	\$21,787 40
7. Proportion belonging to freight department*	15,534 23

* Equal proportion, except advertising and insurance.

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties).....	\$54,243 51
5. Repairs of bridges	8,356 41
6. Repairs of buildings and fixtures (stations and turntables).....	2,061 89
7. Repairs of and additions to machine shops and machinery	655 06
8. Repairs of fences, road crossings, and signs	717 50
10. Repairs of locomotives	8,260 00
12. Repairs of wharves	5,484 90
14. Fuel for engines, cars, and steamers:	
Number of cords of wood, 4,397; cost	\$15,389 50
Number of tons of coal, 4,282 ²⁸⁰ / ₂₂₄₀ ; cost	28,764 60
	44,154 10
15. Water and water stations	1,489 23
16. Fuel for stations and shops	542 50
17. Oil and waste	1,605 65
19. Total	<u>\$127,570 75</u>
20. Proportion of same to passenger department*	\$73,874 05
21. Proportion of same to freight department*	53,696 70

* Equal proportion except fuel.

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	\$7,416 96
3. Damages and gratuities, passengers	1,389 50
4. Salaries, wages, and incidentals of passenger trains	\$13,456 95
Salaries, wages, and incidentals of ferries	30,437 48
	43,894 43
5. Salaries, wages, and incidentals of passenger stations	9,716 07
8. Total	<u>\$62,416 96</u>

Class IV—Freight traffic expenses.

1. Repairs of freight cars	\$3,262 54
3. Damages and gratuities, freight	677 50
4. Salaries, wages, and incidentals of freight trains	\$9,364 77
Salaries, wages, and incidentals of ferries	15,319 92
	24,684 69
5. Salaries, wages, and incidentals of freight stations	9,716 07
8. Total	<u>\$38,340 80</u>
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	\$265,650 14
10. Per train mile (total passenger and freight)	\$0 99
11. Percentage of expenses to total transportation earnings	85 $\frac{1}{2}$
13. Total expenses	<u>\$265,650 14</u>

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$55,072 71
2. Percentage of same to capital stock and net debt	2.07
3. Percentage of same to total property and assets	1.70
4. Interest accrued during the year:	
On funded debt	\$74,500 00
On other debt	440 71
Total	\$74,940 71

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from passenger department, as per "Revenue for the Year," No. 7	\$164,598 37
2. Per passenger train mile	89
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6	21,787 40
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 20	73,874 05
5. Expenses, "Passenger Traffic," as per Class III, No. 8	62,416 96
6. Total expenses	158,078 41
7. Per passenger train mile	0 86
8. Net earnings	6,519 96
9. Per passenger train mile	03

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from freight department, as per "Revenue for the Year," No. 12	\$147,170 58
2. Per freight train mile	1 75
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7	15,534 23
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 21	53,696 70
5. Expenses, "Freight Traffic," as per Class IV, No. 8	38,340 80
6. Total expenses	107,571 73
7. Per freight train mile	1 28
8. Net earnings	39,598 85
9. Per freight train mile	47

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1886.

Debits.

Cost of road	}	\$3,143,428 95
Cost of equipment		
Supplies and materials on hand		2,530 24
Sinking funds in hands of Trustees		6,355 14
Cash, cash assets, and other items (specifying same):		
Cash	\$3,908 43	
Agents	5,136 77	
Sundry persons	23,887 86	
		32,933 06
Profit and loss (loss, if any)		750,170 16
Total		\$3,935,417 55

Credits.

Capital stock	\$2,500,000 00
Funded debt	1,240,000 00
Other debts	195,417 55
Total	\$3,935,417 55

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1886.

	Debits.	Credits.
Earnings		\$320,722 85
Sale of engine and logging cars.....		2,600 00
Money from sinking fund.....		10,000 00
Operating expenses.....	\$265,650 14	
Taxes	6,433 12	
Interest on bonds.....	\$74,500 00 }	
Interest on miscellaneous.....	440 71 }	
To balance.....		13,701 12
	\$347,023 97	\$347,023 97
Balance down	13,701 12	

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:
 - From Saucelito to Tomales..... Jan. 11, 1875.
 - From Tomales to Howards..... October 16, 1876.
 - From Howards to Tyrone..... April 2, 1877.
 - From Tyrone to Duncans..... May 15, 1877.
2. Length of main line of road from San Francisco to Duncans 79 $\frac{1}{4}$ miles.
- Length of main line in California..... All.
5. Branches owned by the company. (Names and description of; single or double track):
 - Our own, single..... 2 miles.
6. Total length of branches owned by the company..... 2 miles.
7. Total length of branches owned by the company in California..... 2 miles.
10. Total length of road belonging to this company..... 81 $\frac{1}{4}$ miles.
11. Aggregate length of siding and other tracks not enumerated above..... 12 miles.
12. Same in California..... All.
15. Total length of steel rail in tracks belonging to this company, not including steel top rail; (50 pounds steel rails)..... 18 $\frac{1}{2}$ miles.
- (35 pounds steel rails)..... 10 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California..... 13
18. Number of wooden bridges (aggregate length — feet), in California..... 13
19. Number of crossings of highways at grade, in California..... 26

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

30. Names, Description, and Length of Each.

Name of Company.	Termini.		Length (Miles).
	From.	To.	
San Rafael and San Quentin R. R. Co.	San Rafael.....	San Quentin.....	3 $\frac{1}{2}$
Northwestern R. R. Co., of California.	Duncans.....	Ingrams.....	7 $\frac{1}{2}$

Dates of Lease.		Amount of Rental.
From.	To.	
March 11, 1875.....	March 11, 1918.....	\$1 per annum.
April 1, 1886.....	April 1, 1896.....	\$2,900 per annum.

31. Total length of above roads.....	11 miles.
32. Total length of above roads in California.....	All.
33. Total miles of road operated by this company.....	92½
34. Total miles of road operated by this company in California.....	All.
35. Number of stations on all roads operated by this company.....	39
36. Number of stations on all roads owned by this company.....	37
37. Same in California.....	All.
38. Miles of telegraph on line of road operated by this company.....	86½
43. Number of telegraph stations operated jointly by railroad and telegraph companies.....	15

ROLLING STOCK.

	Number.	Average Weight.	Market Value.
1. Locomotives.....	10		\$40,000 00
Average weight of engines in working order.....		43,170	
2. Tenders.....	9		
Average weight of tenders full of fuel and water.....		22,580	
Average joint weight of engines and tenders.....		65,750	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender..... [38 feet.]			
4. Total length of heaviest engine and tender over all..... [47½ feet.]			
6. Passenger cars.....	25		38,100 00
Average weight.....		12,000	
7. Mail, baggage, and caboose cars.....	7	11,000	4,250 00
8. Eight-wheel box freight cars.....	30	10,000	6,750 00
10. Eight-wheel platform cars.....	254	8,000	44,450 00
12. Other cars.....	1		3,000 00
Coal and gravel.....	24		500 00
13. Total market value.....			\$137,050 00

14. Total number of freight cars, including coal, etc., on a basis of eight wheels.....	284
15. Number of locomotives equipped with train brakes.....	6
(Kind of brake, Westinghouse air.)	
16. Number of cars equipped with train brakes.....	20
(Kind of brake, Westinghouse air.)	
17. Number of passenger cars with Miller platform and buffer.....	31

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains.....	183,964
2. Rate of speed of express passenger trains, including stops.....	15 miles
3. Rate of speed of accommodation trains, including stops.....	10 miles
4. Miles run by freight trains.....	83,860
6. Rate of speed of accommodation freight trains, including stops.....	10 miles.
7. Miles run by other trains, and for what purpose:	
Work.....	18,762
8. Total train miles run.....	286,586
9. Total number of passengers carried.....	608,563
Number of local passengers going north.....	311,060
Number of local passengers going south.....	297,503
10. Total passenger mileage, or passengers carried one mile.....	8,850,748
12. Number of tons freight carried (not including gravel).....	67,936
Number of tons freight in this State, carried.....	All.
Number of tons freight produced in this State, carried.....	No statistics.
Number of tons of each class of freight produced in this State, carried.....	
13. Total freight mileage, or tons carried one mile.....	3,421,377
15. Highest rate of fare per mile for any distance (excluding one mile)...	8 ⁵⁶ / ₁₀₀ cents.
16. Lowest rate of fare per mile for any distance (single fare).....	2½ cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company.....	1 ⁹⁷ / ₁₀₀ cents.
Average rate of fare per mile received from local passengers on roads operated by this company (not including ferry or season tickets).....	No statistics.

19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket.....	$\frac{5.2}{100}$ cents.
20. Average rate of fare per mile for all passengers.....	$\frac{1.6}{100}$ cents.
21. Highest rate of freight per ton per mile for any distance.....	$\frac{46\frac{2}{3}}{100}$ cents.
22. Lowest rate of freight per ton per mile for any distance.....	$\frac{2.8}{100}$ cents.
23. Average rate of local freight per ton per mile on roads operated by this company.....	$\frac{4.301}{1000}$ cents.
25. Average rate of freight per ton per mile for all.....	$\frac{4.601}{1000}$ cents.
Average rate of freight per ton per mile, products of this State.... }	No statistics.
Average rate of freight per ton per mile, products of other States. }	
26. Average number of cars in passenger trains (including baggage cars).....	4
27. Average number of cars in freight trains—basis of eight-wheel.....	20
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers).....	104,000
29. Average weight of freight trains, including locomotives and tenders, in working order (exclusive of freight).....	226,000
30. Number of persons regularly employed by company, including officers:	
Average monthly pay of engine drivers.....	\$100 00
Average monthly pay of passenger conductors.....	90 00
Average monthly pay of freight conductors.....	85 00
Average monthly pay of baggage masters.....	60 00
Average monthly pay of brakemen, flagmen, and switchmen.....	60 00
Average monthly pay of section men.....	70 00
Average monthly pay of mechanics in shops.....	90 00
Average monthly pay of laborers.....	32 00

RELATING TO PASSENGERS.

1. Total season ticket passengers (round trip).....	140,300
2. Passengers to San Francisco (including season).....	285,832
3. Passengers from San Francisco (including season).....	299,193
4. Season ticket passengers to and from San Francisco (one round trip daily).....	See No. 4.

12. TABLE A. FUNDED DEBT.
To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Series.	Date.	Due.	In what Money Payable—Interest and Principal.	Interest.		Authorized Amount.	Total Issued Dec. 31, 1886.	Accrued Interest.		
					Rate.	Payable.			To Decem-ber 31, 1885.	During Year.	Overdue.
First mortgage.	1,600	Nov. 14, 1881.	Nov. 1, 1901.	Gold	6	May 1 and Nov. 1.	\$600,000 00	\$600,000 00		\$35,500 00	* \$5,900 00
Second mortgage.	1,500	Nov. 14, 1881.	Nov. 1, 1901.	Gold	6	May 1 and Nov. 1.	500,000 00	500,000 00	\$72,170 00	30,000 00	+ 102,110 00
First mortgage	1,150	Jan. 2, 1883.	Jan. 2, 1889.	Gold	6	Jan. 2 and July 2.	150,000 00	150,000 00	13,500 00	9,000 00	22,500 00
Amount of Bonds Out-standing De-cember 31, 1886.											
				Character of.			Series.	Bonds Redeemed During Year Ending December 31, 1886.			
								Amount.	Cost.	Discount, or Premium.	
\$590,000 00											
500,000 00								\$10,000 00	\$10,000 00	None.	
150,000 00											

* Accrued but not yet due on first \$5,900.

+ Accrued but not yet due on second \$5,000.

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

BONDS.			INTEREST PAYABLE.		
Character of.	Date.	Due.	By Whom.	When.	Rate.
County	May 5, 1876	May 5, 1896	Marin County	Semi-annually	7 per cent.
Total Amount of Bonds or Cash.		DISPOSED OF.			
		Amount of Bonds.	Cash Realized.	Discount.	
\$160,000 00		\$160,000 00	\$144,208 00	\$15,792 00	

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

John W. Coleman, General Manager of the North Pacific Coast Railroad Company, being duly sworn, deposes and says, that the statements, tables, and answers contained in the foregoing forty-four sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1886.

JOHN W. COLEMAN.

Subscribed and sworn to before me, this sixteenth day of April, 1887.

LOUIS B. HARRIS, Notary Public.

PACIFIC COAST RAILWAY COMPANY.

NAMES AND RESIDENCES OF OFFICERS.

Geo. C. Perkins, President.....	San Francisco.
Jno. L. Howard, Vice-President.....	San Francisco.
Edwin Goodall, Secretary.....	San Francisco.
Oregon Improvement Company, Treasurer.....	San Francisco.
J. M. Fillmore, Manager, General Freight and Ticket Agent.....	San Luis Obispo.
J. D. Amos, Accountant.....	San Francisco.
Goodall, Perkins & Co., Agents.....	San Francisco.
Wm. Norris	San Francisco.
Thos. R. Hayes.....	San Francisco.
S. V. Smith.....	San Francisco.
S. G. Murphy.....	San Francisco.
Elijah Smith.....	San Francisco.
J. N. Dennison.....	San Francisco.
J. J. Higginson.....	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

10 Market Street, San Francisco, and San Luis Obispo.

The Pacific Coast Railway Company was incorporated September 22, 1882, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
San Luis Obispo and Santa Monica Valley Railroad.....	April 22, 1875.
Pacific Coast Railroad Company.....	April 18, 1882.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$2,628,500 00
2. Capital stock authorized by votes of company	2,628,500 00
3. Capital stock issued (number of shares, 11,700); amount paid in	1,170,000 00
5. Total amount paid in, as per books of the company.....	1,170,000 00
9. Total number of stockholders.....	9
10. Number of stockholders in California.....	8
11. Amount of stock held in California.....	128,500 00

DEBT.

12. Funded debt as follows:	
Bonds	\$1,149,000 00
Interest paid on same during year (at six per cent).....	68,940 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

<i>Construction.</i>	
11. Total cost of construction	\$1,851,300 59
<i>Equipment.</i>	
18. Total for equipment.....	\$200,582 62

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	\$9,466 49
2. Bridging and culverts	5,379 19
3. Superstructure, including rails.....	6,701 70
4. Land (two acres).....	603 50
Land damages, <i>i. e.</i> , right of way.....	2,247 40
Fences	686 99
8. Engineering, agencies, salaries, and other expenses during construction	4,078 39
Stock yards.....	244 38
14. Freight and other cars; stock cars.....[10]	1,123 68
15. Purchase of other roads (specifying what):	
Equipment tools and machinery	59 95
Platform scales.....	100 00
Furniture and fixtures.....	715 93
17. Any other expenditures charged to property account (specifying same):	
Extension wharf, Port Harford.....	6,702 77
19. Property sold and credited to property account during the year (specifying same).....	38,110 37
20. Net addition to property account for the year.....	38,110 37

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company....	\$28,466 55
5. Derived from express.....	404 99
6. Derived from mails.....	3,043 92
7. Total earnings from passenger department.....	\$31,915 46
8. Derived from local freight on roads operated by this company.....	101,711 85
12. Total earnings from freight department.....	\$101,711 85
14. Total transportation earnings	\$133,627 31
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc., specifying same):	
Wharfage (Port Harford)	24,017 18
Warehouse storage, etc.....	1,076 58
19. Total income derived from all sources.....	\$158,721 07

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Conducting Transportation.

Car cleaning, inspecting, and oiling	\$296 13
Station expense	806 58
Mail expense	267 50
Train expense	168 57
Loss and damage—personal	1,857 76
Loss and damage—freight	75 98
Loss and damage—property	560 00
Loss and damage—stock	126 85
Oil and waste for cars	58 35
Telegraph repairs and expense	1 70
Station service	8,497 00
Train service	4,014 64
Advertising and printing	359 50

Motive Power.

Fuel	\$7,358 50
Oil, waste, and tallow	410 03
Engineers, firemen, and wipers	6,855 88
Repairs—locomotives	2,556 92
Repairs—shop tools and machinery	355 45
Water supply	311 60

Maintenance—Way and Buildings.

Bridges	\$6,632 95
Road	34,227 16
Station houses	150 19
Engine houses and shops	113 03
Stock yards	244 51
Turntables	283 14
Water stations	150 81
Fences, crossings, and cattle guards	783 82

Maintenance—Cars.

Passenger and baggage cars	\$2,342 43
Freight cars	1,763 92

General Expense.

General office services and expenses	\$6,222 40
Legal services and expenses	451 21
Taxes	5,135 15
Total expenses	\$93,439 66
Net earnings	41,264 23
Per cent of expenses to earnings	69 $\frac{3}{16}$

12. Amount paid other companies as rent for use of road (specifying each company, the amount and basis on which rent is computed):
 Wharf expenses and totals:

\$19,867 78
 3,966 00
 2 00
 181 40

\$24,017 18

\$110 45
 9,257 26
 3,516 12
 649 60

\$13,533 43

\$10,483 75

56 $\frac{3}{16}$ per cent.

\$158,721 07
 106,973 09

13. Total expenses

\$51,747 98

67 $\frac{3}{16}$ per cent.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, NOVEMBER 30, 1886.

<i>Debits.</i>	
Cost of road.....	\$2,051,883 21
Supplies and materials on hand.....	20,732 70
Cash, cash assets, and other items (specifying same):	
Oregon Improvement Company.....	268,148 80
Cash account.....	1,750 62
Bills receivable.....	4,944 16
Agents' and conductors' and personal accounts.....	11,860 18
Total.....	\$2,359,319 67
<i>Credits.</i>	
Capital stock.....	\$1,170,000 00
Funded debt.....	1,149,000 00
Other debts (specifying same):	
Oregon Improvement Company, interest on bonds.....	17,235 00
Audited vouchers.....	2,296 79
Station drafts, etc.....	
Profit and loss (profit, if any).....	20,787 88
Total.....	\$2,359,319 67

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING NOVEMBER 30, 1886.

	Debits.	Credits.
Balance November 30, 1885.....		\$37,631 04
Gross earnings for year.....		158,721 07
Miscellaneous interest.....		348 86
Operating expenses for year.....	\$106,973 09	
Interest on bonds.....	68,940 00	
Balance November 30, 1886.....	20,787 88	
	\$196,700 97	\$196,700 97
Balance brought down.....		20,789 88

DESCRIPTION OF PROPERTY.

1. Date when the road or portions thereof were opened for public use:	
From Avila to Castro.....	Feb. 1, 1876.
From Castro to San Luis Obispo.....	Aug. 16, 1876.
From Port Harford to Avila.....	Dec. 1, 1876.
From San Luis Obispo to Arroyo Grande.....	Oct. 16, 1881.
From Arroyo Grande to Santa Maria.....	June 1, 1882.
From Santa Maria to Los Alamos.....	Oct. 11, 1882.
2. Length of main line of road from Port Harford to Los Alamos.....	63 ⁸ / ₁₀ miles.
10. Total length of road belonging to this company.....	63 ⁸ / ₁₀ miles.
15. Total length of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 35 pounds).....	55 miles.
18. Number of wooden bridges in California.....	8

ROLLING STOCK.

	No.	Average Weight (Tons).	Market Value.
1. Locomotives.....	5	20	\$19,000
6. Passenger cars.....	5	12,000	4,180
7. Mail and baggage cars.....	1	10,000	760
8. Eight-wheel box freight cars.....	18	10,000	4,275
10. Eight-wheel platform cars.....	167	8,000	19,950
12. Other cars.....	12	1,000	228
Two pile-driver engines.....	2		1,000
13. Total market value.....			\$49,393

MILEAGE, TRAFFIC, ETC.

2. Rate of speed of express passenger trains, including stops	18 miles.
6. Rate of speed of accommodation freight trains, including stops	12 miles.
13. Total freight mileage, or tons carried one mile	1,514,510 ⁹ / ₅
20. Average rate of fare per mile for all passengers	05.37
25. Average rate of freight per ton per mile for all	06.71
30. Number of persons regularly employed by company, including officers	125
Average monthly pay of engine drivers	\$110 00
Average monthly pay of passenger conductors	85 00
Average monthly pay of freight conductors	85 00
Average monthly pay of baggagemasters	50 00
Average monthly pay of brakemen, flagmen, and switchmen	55 00
Average daily pay of section men	1 75
Average monthly pay of mechanics in shops	100 00
Average daily pay of laborers	2 00

LIST OF ACCIDENTS IN CALIFORNIA.

	From causes beyond their own control— in California.	
	Killed.	Injured.
Passengers		
Employés		2
Others		1
Total		3

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

April 25, 1886—James Perkins was stealing ride on pilot of locomotive; in jumping off at Santa Maria, fell under engine and had both legs crushed. Legs amputated.
 October 13, 1886—Michael Avilo, laborer on wharf at Port Harford, had leg broken between steamer gang plank and car.
 November 19, 1886—Frank Wager, section man, had hand bruised, being struck by sledge while drilling rocks.

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company except United States Government Bonds.

Character of.		Date.	Due.	In what Money Payable. Interest and Principal.
First mortgage.		November 1, 1882. . .	September, 1912.	Gold.
Interest.		Authorized Amount.		Amount of Bonds Outstand- ing November 30, 1886.
Rate.	Payable.			
6	Semi-annually	\$1,149,000 00		\$1,149,000 00

TABLE C. LENGTH IN MILES OF ROADS AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track November 30, 1886.	
			Single.	
Main Line and Branches.	From.	To.	Iron.	Steel.
Main line within State.....	Port Harford...	Los Alamos.....	8 ^s ₁₀	55

STATE OF CALIFORNIA, }
County of San Francisco. } ss.

Geo. C. Perkins, President of the Pacific Coast Railway Company, and Edwin Goodall, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1886.

GEO. C. PERKINS.
EDWIN GOODALL.

Subscribed and sworn to before me, this thirteenth day of September, 1887.

JAMES L. KING, Notary Public.

SAN JOAQUIN AND SIERRA NEVADA RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Frank K. Birdsall, President.....	Sacramento.
Jacob Brock, Vice-President	Brock's Landing.
Edw. F. Stone, Secretary	San Francisco.
Pacific Bank, Treasurer.....	San Francisco.
Constant Birdsall.....	Sacramento.
B. F. Langford.....	Lockeford.
Thos. McConnell	Elk Grove.
Jas. S. Sperry.....	Big Trees, Calaveras County.
S. Washburn	Woodbridge.

BUSINESS ADDRESS OF THE COMPANY.

No. 306 Pine Street	San Francisco.
Removed April, 1887, to Fourth and Townsend Streets, Room 4.....	San Francisco.

The San Joaquin and Sierra Nevada Railroad Company was incorporated March 28, 1882.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$1,000,000 00
2. Capital stock authorized by votes of company.....	No action.
3. Capital stock issued (number of shares, 3,303); amount paid in.....	330,300 00
4. Capital stock paid in on shares not issued (number of shares, 16).....	1,600 00
5. Total amount paid in, as per books of company.....	331,900 00
8. Par value of shares issued	100 00
9. Total number of stockholders.....	122
10. Number of stockholders in California.....	122
11. Amount of stock held in California.....	331,900 00

DEBT.

12. Funded debt as follows:		
Bonds.....	149,000	00
Interest charged to profit and loss.....	\$8,940	00
13. Total amount of funded debt.....	149,000	00
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property.....	20,823	34
All other debts, current credit balances, etc.	16,941	08
15. Total amount of unfunded debt.....	37,764	42
16. Total gross debt liabilities.....	\$186,764	42
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand.....	2,173	06
Materials and supplies on hand.....	7,540	30
Other securities and debt balances.....	1,349	39
	11,062	75
18. Total net debt liabilities.....	\$175,701	67

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

11. Total cost of construction (including telegraph line).....	\$409,757	75
--	-----------	----

Equipment.

	Number.	To December 31, 1886.
		Cost.
12. Locomotives.....	3	\$25,439 21
16. Passenger cars.....	4	8,216 25
Mail cars.....		
Baggage cars.....		
17. Freight cars.....	63	28,574 52
Other cars.....	12	1,191 00
18. Total for equipment.....		\$63,426 98

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

26. Total for property purchased, etc.....	}	\$473,178 73
27. Whole amount of permanent investments.....		
28. Property in California.....		All.
29. Amount of supplies and materials on hand.....		7,540 30
30. Cash and cash assets.....		3,522 45
31. Total property and assets of the company.....		\$484,241 48

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

4. Land:		
Fences.....		\$26 00
17. Any other expenditures charged to property account (specifying same):		
Constructing telegraph line.....		161 00
20. Net addition to property account for the year.....		\$187 00

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company.....	\$13,972 95
5. Derived from express and extra baggage.....	866 05
6. Derived from mails.....	1,260 72
7. Total earnings from passenger department.....	\$16,099 72
8. Derived from local freight on roads operated by this company.....	\$21,750 66
12. Total earnings from freight department.....	\$21,750 66
14. Total transportation earnings.....	\$37,850 38
15. Earnings per mile of road operated.....	946 25
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc., specifying same): Telegraph line operated by telephone (net).....	10 23
19. Total income derived from all sources.....	\$37,860 61

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local.....	\$2,226 42
2. General salaries, office expenses, and miscellaneous, including Classes II, III, and IV.....	29,514 35
5. Total.....	31,740 77
9. Total expenses of operating the road embraced in Classes I, II, III, and IV.....	31,740 77
13. Total expenses.....	\$31,740 77

NET INCOME, DIVIDENDS, ETC.

1. Total net income.....	\$6,119 84
2. Percentage of same to capital stock and net debt.....	1 $\frac{3}{16}$
4. Interest accrued during year:	
On funded debt.....	\$8,940 00
On other debt.....	1,787 27
Total.....	10,727 27
7. Balance for the year (deficit).....	4,607 43
9. Deficit at commencement of the year.....	29,815 71
10. Total deficit, December 31, 1886.....	\$34,423 14

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1886.

Debits.

Cost of road.....	\$409,757 75
Cost of equipment.....	63,420 98
Sinking funds in hands of Trustees.....	7,540 30
Cash, cash assets, and other items (specifying same):	
Cash.....	\$2,173 06
Current accounts.....	1,349 39
Total.....	3,522 45
Profit and loss (loss, if any).....	34,423 14
Total.....	\$518,664 62

Credits.

Capital stock.....	\$331,900 00
Funded debt.....	149,000 00
Other debts (specifying same):	
Current accounts.....	\$4,551 28
Unpaid coupons.....	12,390 00
Notes payable.....	20,823 34
Total.....	37,764 62
Total.....	\$518,664 62

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1886.

	Debits.	Credits.
Operating expenses.....	\$29,514 35	-----
Taxes.....	2,226 42	-----
Interest.....	1,787 27	-----
Interest on funded debt.....	8,940 00	-----
Transportation earnings.....	-----	\$37,850 38
Telephone earnings.....	-----	10 23
Loss year 1886.....	-----	4,607 43
	\$42,468 04	\$42,468 04

DESCRIPTION OF ROAD.

Narrow Gauge (3 feet).

1. Date when the road or portions thereof were opened for public use:	
From Bracks to Lodi.....	July, 1882.
From Lodi to Wallace.....	September, 1882.
From Wallace to Burson.....	September, 1884.
From Burson to Valley Spring.....	April, 1885.
2. Length of main line of road from Bracks to Valley Spring.....	39.60 miles.
Length of main line in California.....	All.
3. Length of line with track laid, if road is not completed.....	39.60 miles.
10. Total length of road belonging to this company.....	39.60 miles.
11. Aggregate length of siding and other tracks not enumerated above.....	4.20 miles.
12. Same in California.....	All.
13. Aggregate length of track belonging to this company computed as single track.....	43.80 miles.
15. Total length of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard-----).	30.86 miles.
18. Number of wooden bridges (aggregate length, 2,000 feet), in California.....	22
19. Number of crossings of highways at grade, in California.....	22
21. Number of crossings of highways under railroad, in California.....	1
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	22
27. Number of railroad crossings at grade.....	1
Lodi, crossing of Central Pacific.....	
34. Total miles of road operated by this company.....	39.60
35. Total miles of road operated by this company in California.....	All.
36. Number of stations on all roads operated by this company.....	8
37. Number of stations on all roads owned by this company.....	8
38. Same in California.....	All.
39. Miles of telegraph on line of road operated by this company (telephone).....	39.60
40. Miles of telegraph owned by this company (telephone).....	39.60
41. Number of telegraph offices in company stations (telephone).....	7
42. Number of telegraph stations operated by this company (telephone).....	7

ROLLING STOCK.

	No.	Average Weight.
1. Locomotives.....	3	30,000
Average weight of engines in working order.....		38,000
Maximum weight of engines in working order.....[48,000]		
2. Tenders.....	2	6,000
Average weight of tenders full of fuel and water.....		20,000
Maximum weight of tenders full of fuel and water.....[22,000]		
Average joint weight of engines and tenders.....		58,000
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender.....[36 feet.]		
4. Total length of heaviest engine and tender over all.....[42 feet.]		
6. Passenger cars.....	3	20,000
Maximum weight.....[28,000]		
7. Mail and baggage cars.....	1	14,000
8. Eight-wheel box freight cars.....	19	14,000
10. Eight-wheel platform cars.....	44	9,000
12. Other cars.....	12	-----

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	63
15. Number of locomotives equipped with train brakes..... (Kind of brake: Hand.)	3
16. Number of cars equipped with train brakes..... (Kind of brake: Hand.)	67

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains.....	19,700
2. Rate of speed of express passenger trains, including stops.....	20 miles.
3. Rate of speed of accommodation trains, including stops.....	15 miles.
4. Miles run by freight trains (freight and passengers).....	22,950
6. Rate of speed of accommodation freight trains, including stops.....	15 miles.
8. Total train miles run.....	42,650
9. Total number of passengers carried.....	15,706
12. Number of tons freight carried (not including gravel).....	13,450 $\frac{3}{4}$
15. Highest rate of fare per mile for any distance (excluding one mile)...	8 $\frac{3}{4}$ cents.
16. Lowest rate of fare per mile for any distance (single fare).....	4 cents.
21. Highest rate of freight per ton per mile for any distance.....	15 cents.
22. Lowest rate of freight per ton per mile for any distance.....	3 $\frac{1}{2}$ cents.
30. Number of persons regularly employed by company, including officers.....	30
Average monthly pay of employes, other than officers.....	\$55 00
Average monthly pay of engine drivers.....	100 00
Average monthly pay of passenger conductors.....	} Mixed 85 00
Average monthly pay of freight conductors.....	
Average monthly pay of brakemen, flagmen, and switchmen.....	65 00
Average monthly pay of section men.....	50 00
Average monthly pay of laborers.....	40 00

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable. Interest and Principal.	Interest.	
				Rate.	Payable.
First mortgage.	Dec., 1882...	Jan. 1, 1893...	Gold	6	January 1 and July 1.
Authorized Amount.	Total issued Dec. 31, 1886.	Accrued Interest.		Amount of Bonds Outstanding December 31, 1886.	
		During Year 1886.	Overdue.		
\$750,000 00	\$149,000 00	\$8,940 00	\$7,920 00 4,470 00	\$149,000 00 Due Jan. 1, 1887.	

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

LENGTH OF TRACK DECEMBER 31, 1886.											
State, separately, lengths within and without State. Reduce to single track by adding length of double track.					Reduce to Single Track.						
					Single.		Track.		Track and Sidings.		
Main Line and Branches.		From.	To.	Iron.	Steel.	Iron.	Steel.	Iron.	Steel.	Iron and Steel.	
Main line within State.....		Brooks	Valley Spring.	12.94	30.86	8.74	30.86	4.20	(b) 12.94	(c) 30.86	43.80
Total on whole road, December 31, 1886.....				12.94	30.86	30.86	.....	.....	.....	.....	.....
he length of rail is double the length of single track, columns (b) and (c) above.										December 31, 1886.	
										Within the State.	
										Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail				25.88	27.50	711.00					
Length of steel rail				61.72	27.50	1,698.00					

STATE OF CALIFORNIA, }
County of San Francisco. } ss.

Charles F. Crocker, President of the San Joaquin and Sierra Nevada Railroad Company, and F. S. Douty, Secretary and Treasurer of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1886.

CHAS. F. CROCKER.
F. S. DOUTY.

Subscribed and sworn to before me, this first day of September, 1887.

E. B. RYAN,
Notary Public in and for the City and County of San Francisco.

SONOMA VALLEY RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

J. M. Donahue, President.....	San Francisco.
J. H. Von Schroder, Vice-President.....	San Francisco.
H. C. Whiting.....	San Rafael.
R. H. Lloyd, Treasurer.....	San Francisco.
Mrs. Annie Donahue.....	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

No. 410 Mission Street.....San Francisco, Cal.

The Sonoma Valley Railroad Company was incorporated July 24, 1878, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Sonoma Valley Railroad Company.
Sonoma and Santa Rosa Railroad Company.

CAPITAL STOCK.

2. Capital stock authorized by votes of company.....	\$200,000 00
3. Capital stock issued [number of shares—]; amount paid in.....	200,000 00
8. Par value of shares issued.....	100 00
10. Number of stockholders in California.....	7
11. Amount of stock held in California.....	200,000 00

DEBT.

14. Unfunded debt:	
Payroll.....	\$1,258 89
Southern Pacific and Northern Pacific Railroad Company.....	67,063 96
J. Chauvet.....	179 80
16. Total gross debt liabilities.....	\$68,502 65
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Materials and supplies on hand.....	\$7,259 76
Other securities and debt balances.....	8,793 09
Glen Ellen Park and extension.....	1,648 84
	\$17,701 69
18. Total net debt liabilities.....	\$50,800 96

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry	}	\$235,191 93
2. Bridging		
3. Superstructure, including rails		
4. Land		
Land damages	}	5,550 84
Fences		
5. Passenger and freight stations	}	1,330 61
6. Engine houses, car sheds, and turntables		
7. Machine shops, including machinery and tools		
11. Total cost of construction		\$242,073 38

Equipment.

	Number.	To December 31, 1886.
		Cost.
12. Locomotives	3	\$15,500 00
17. Freight cars: Other cars		27,999 00
18. Total for equipment		\$43,499 00

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

25. Other Property Purchased.

Furniture	\$430 00
26. Total for property purchased, etc.	286,002 38
28. Property in California (sundries)	1,648 84
29. Amount of supplies and materials on hand	7,259 76
30. Cash and cash assets	8,793 09
31. Total property and assets of the company	\$303,704 07

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	\$30,068 25
4. Derived from other sources belonging to passenger department	2 00
5. Derived from express and extra baggage	1,109 86
6. Derived from mails	1,159 74
7. Total earnings from passenger department	\$32,339 85
8. Derived from local freight on roads operated by this company	30,088 65
12. Total earnings from freight department	\$30,088 65
14. Total transportation earnings	62,428 50

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local	\$1,198 04
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Steamer expenses	19,200 00
Office expenses	3,129 75
Miscellaneous expenses	25 00
Superintendent's expenses	750 00
Stationery and printing	307 70
Advertising account	1,271 40
5. Total	\$25,881 89

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties).....	\$8,670 96
5. Repairs of bridges.....	330 73
6. Repairs of buildings and fixtures (stations and turntables).....	115 54
7. Repairs of and additions to machine shops and machinery.....	9 91
10. Repairs of locomotives.....	3,359 48
14. Fuel for engines and cars:	
Number of cords of wood.....	} Cost
Number of tons of coal.....	
19. Total	\$15,977 57

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars.....	\$1,087 06
4. Salaries, wages, and incidentals of passenger trains.....	1,515 65
5. Salaries, wages, and incidentals of passenger stations.....	2,584 23
8. Total.....	\$5,186 94

Class IV—Freight traffic expenses.

3. Damages and gratuities (freight).....	\$42 00
8. Total.....	\$42 00
9. Total expenses of operating the road embraced in Classes I, II, III, and IV.....	\$47,088 40
11. Percentage of expenses to total transportation earnings.....	75 ⁴² / ₁₀₀
13. Total expenses.....	\$47,088 40

NET INCOME, DIVIDENDS, ETC.

1. Total net income.....	\$15,242 10
7. Balance for the year, or surplus.....	\$15,242 10
8. Surplus at commencement of the year.....	19,959 32
	35,201 42

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(Not kept separate.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(Not kept separate.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1886.

Debits.

Cost of road.....	\$235,191 93
Cost of equipment.....	50,810 45
Supplies and materials on hand.....	7,259 76
Cash, cash assets, and other items (specifying same).....	8,793 09
Sundries.....	1,648 84
Total.....	\$303,704 07

Credits.

Capital stock.....	\$200,000 00
Other debts (specifying same):	
San Francisco and Northern Pacific Railroad Company.....	67,063 96
Payroll.....	1,258 89
J. Chauvet.....	179 80
Profit and loss (profit, if any).....	35,201 42
Total.....	\$303,704 07

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1886.

Net earnings.....	\$15,242 10
-------------------	-------------

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Sonoma Landing to Sonoma City, fifteen miles.....	August 23, 1880.
From Sonoma City to Glen Ellen, six and one half miles.....	August 15, 1882.
2. Length of main line of road from Sonoma Landing to Glen Ellen.....	21.43 miles.
10. Total length of road belonging to this company.....	21.43 miles.
11. Aggregate length of siding and other tracks not enumerated above.....	1.29 miles.
13. Aggregate length of track belonging to this company computed as single track.....	22.92 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California.....	1
19. Number of crossings of highways at grade, in California.....	10
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	10
34. Total miles of road operated by this company.....	21.43
36. Number of stations on all roads operated by this company.....	12

ROLLING STOCK OWNED.

	Number.	Average Weight.
1. Locomotives.....	3	32,666
2. Tenders.....	3	13,300
Average weight of tenders full of fuel and water.....		23,000
Maximum weight of tenders full of fuel and water..... [24,000]		
Average joint weight of engines and tenders.....		47,333
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender..... [38 feet.]		
4. Total length of heaviest engine and tender over all..... [45 feet.]		
6. Passenger cars.....	6	
Average weight.....		19,500
Maximum weight..... [20,000]		
8. Eight-wheel box freight cars.....	2	12,200
10. Eight-wheel platform cars.....	24	8,300

14. Total number of freight cars, including coal, etc., on a basis of eight wheels.....	26
15. Number of locomotives equipped with train brakes.....	2
(Kind of brake: Air.).....	
16. Number of cars equipped with train brakes.....	6
(Kind of brake: Air.).....	

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains.....	20,000
2. Rate of speed of express passenger trains, including stops.....	17 $\frac{3}{4}$ miles.
4. Miles run by freight trains.....	14,000
6. Rate of speed of accommodation freight trains, including stops.....	9 $\frac{3}{4}$ miles.
7. Miles run by other trains, and for what purpose:	
Extra passenger.....	600
Gravel.....	1,500
8. Total train miles run.....	36,100
26. Average number of cars in passenger trains (including baggage cars).....	3
27. Average number of cars in freight trains—basis of eight-wheel.....	8
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers).....	105,833
29. Average weight of freight trains, including locomotives and tenders, in working order (exclusive of freight).....	121,533
30. Number of persons regularly employed by company, including officers.....	29
Average monthly pay of engine drivers.....	\$100 00
Average monthly pay of passenger conductors.....	100 00
Average monthly pay of freight conductors.....	100 00
Average monthly pay of baggage masters.....	60 00
Average monthly pay of brakemen, flagmen, and switchmen.....	60 00
Average monthly pay of section men, as foremen.....	60 00
Average monthly pay of laborers.....	47 50

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

LENGTH OF TRACK DECEMBER 31, 1886.					
State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Single.	Length of Roadway—Single and Double Track.	Reduce to Single Track.
				Sidings.	Track and Sidings.
Main Line and Branches.	From.	To.	Iron.	Iron and Steel.	Iron.
Main line within State	Sonoma Landing	Glen Ellen	21.43	21.43	1.29
Total on whole road, December 31, 1886			21.43	21.43	1.29
			December 31, 1886.		
			Within the State.		
			Length in Miles.	Average Weight per Mile.	Total Weight (Tons).
Length of iron rail			45.44	70.400	1,425.216

STATE OF CALIFORNIA, }
County of San Francisco. } ss.

I, James M. Donahue, President of the Sonoma Valley Railroad Company, and Thomas W. Johnston, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1886.

JAMES M. DONAHUE.
THOMAS W. JOHNSTON.

Subscribed and sworn to before me this twenty-ninth day of August, 1887.

JOHN E. HAMILL, Notary Public.

SOUTH PACIFIC COAST RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

James G. Fair, President.....	Virginia City, Nevada.
A. E. Davis, Vice-President and Treasurer.....	San Francisco, California.
Chas. S. Neal, Secretary.....	Alameda, California.
L. B. Benchley.....	San Francisco, California.
J. L. Flood.....	San Francisco, California.
S. V. Mooney.....	San Francisco, California.
Seth Cook.....	San Francisco, California.
V. H. Gaskill, Assistant Secretary, Auditor, and Paymaster.....	Oakland, California.
L. Fillmore, General Superintendent.....	Oakland, California.
W. F. Fitzgerald, General Freight and Passenger Agent.....	San Francisco, California.

BUSINESS ADDRESS OF THE COMPANY.

Office, 230 Montgomery Street.....San Francisco, California.

The South Pacific Coast Railroad Company was incorporated March 29, 1876.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$1,000,000 00
2. Capital stock authorized by votes of company.....	1,000,000 00
3. Capital stock issued [number of shares, 10,000]; amount paid in.....	1,000,000 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	7
10. Number of stockholders in California.....	6
11. Amount of stock held in California.....	All.

DEBT.

16. Total gross debt liabilities.....	\$2,620,749 80
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand.....	\$44,528 56
Materials and supplies on hand.....	124,140 16
Other securities and debt balances.....	506,081 64
	<u>674,750 36</u>
18. Total net debt liabilities.....	\$1,945,999 44

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry	\$484,550 37
2. Bridging	104,988 08
3. Superstructure, including rails	362,861 20
4. Land	\$127,869 52
Fences	21,906 01
5. Passenger and freight stations	149,775 53
6. Engine houses, car sheds, and turntables	55,490 66
7. Machine shops, including machinery and tools	12,585 94
7. Machine shops, including machinery and tools	46,094 65
9. Engineering	51,830 67
Agencies, salaries, and other expenses during construction	221,546 57
Tunnels	418,566 77
11. Total cost of construction	\$1,908,290 44

Equipment.

	Number	To December 31, 1886.
		Cost.
12. Locomotives	20	\$171,384 75
14. Parlor cars	2	12,920 02
16. Passenger cars	71	229,959 98
Baggage cars	7	13,300 00
17. Freight cars	428	191,432 19
Other cars	{ 81	8,454 31
	{ 3	463,699 56
18. Total for equipment		\$1,091,150 81

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

26. Total for property purchased, etc.	\$2,999,441 25
28. Property in California	All.
29. Amount of supplies and materials on hand	124,140 16
30. Cash and cash assets	550,610 20
31. Total property and assets of the company	\$3,674,191 61

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	\$66,911 82
2. Bridging	2,207 36
4. Land	\$400 00
Fences	297 40
5. Passenger and freight stations	697 40
Woodsheds and water stations	{ 1,305 62
6. Engine houses, car sheds, and turntables	285 50
7. Machine shops	1,139 01
8. Engineering, agencies, salaries, and other expenses during construction	4,910 19
9. Locomotives	[2] 19,000 00
13. Passenger, mail, and baggage cars	[10] 29,068 55
14. Freight and other cars	[30] 9,656 38
19. Property sold and credited to property account during the year (specifying same):	
Grading and masonry, old iron sold	\$5,151 57
Superstructure, old iron sold	25,811 78
	\$30,963 35
20. Net addition to property account for the year	\$104,298 38

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company....	\$435,929 88
5. Derived from express and extra baggage.....	4,249 60
6. Derived from mails.....	6,398 08
7. Total earnings of passenger department.....	\$446,577 56
8. Derived from local freight on roads operated by this company.....	\$379,865 10
12. Total earnings from freight department.....	\$379,865 10
14. Total transportation earnings.....	\$826,442 66
17. Income derived from rent of property, other than road and equipment (specifying same).....	7,991 40
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc., specifying same):	
Flume.....	\$2,259 10
Wharf at Santa Cruz.....	2,899 55
Telegraph.....	3,604 59
Miscellaneous.....	4,333 34
	13,096 58
19. Total income derived from all sources.....	\$847,530 64

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local.....	\$13,635 05
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV.....	68,650 51
4. Telegraph expenses.....	3,293 22
5. Total.....	\$85,578 78

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties).....	\$40,472 31
5. Repairs of bridges.....	16,175 20
6. Repairs of buildings and fixtures (stations and turntables).....	4,067 17
8. Repairs of fences, road crossings, and signs.....	954 51
10. Repairs of locomotives.....	14,090 13
12. Repairs of tunnels.....	3,938 71
13. Repairs of steamers.....	20,992 03
14. Repairs of wharves and ferry slips.....	1,658 32
18. Switchmen, watchmen, flag and signalmen.....	4,953 85
19. Total.....	\$107,302 23

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, baggage, and freight cars.....	\$32,168 36
3. Damages and gratuities, passengers (freight and property).....	1,909 34
4. Salaries, wages, and incidentals of passenger trains (and freight) Salaries, wages, and incidentals of ferries.....	146,147 23
5. Salaries, wages, and incidentals of passenger stations (and freight).....	115,716 45
	62,068 90
8. Total.....	\$358,010 28
9. Total expenses of operating the road embraced in Classes I, II, III, and IV.....	550,891 29

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1886.

Debits.

Cost of road.....		\$1,908,290 44
Cost of equipment.....		1,091,150 81
Supplies and materials on hand.....		124,140 16
Cash, cash assets, and other items (specifying same):		
Cash on hand and in bank.....	\$44,528 56	
Santa Cruz and Felton Railroad.....	251,054 00	
San Francisco and Colorado River Railroad.....	5,392 15	
Telegraph Avenue extension.....	59,241 78	
Steamer No. 4.....	28,545 41	
Almaden Branch Railroad.....	116,722 25	
Sundries.....	45,126 05	
		550,610 20
Total.....		\$3,674,191 61

Credits.

Capital stock.....		\$1,000,000 00
Other debts (specifying same):		
Due Treasurer.....	\$1,561,349 75	
Sundry balances.....	59,400 05	
		1,620,749 80
Profit and loss (profit, if any).....		1,053,441 81
Total.....		\$3,674,191 61

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1886.

	Debits.	Credits.
Balance January 1, 1886.....		\$756,802 46
Revenue.....		847,530 64
Expenses.....	\$550,891 29	
Balance profit December 31, 1886.....	\$1,053,441 81	
Total.....	\$1,004,333 10	\$1,604,333 10

DESCRIPTION OF ROAD.

1. Date when the road, or portions thereof, were opened for public use:	
From Dumbarton Point to Los Gatos.....	Jan. 1, 1878.
From Los Gatos to Alma.....	August 1, 1878.
From Alma to Wrights.....	May 1, 1879.
From Wrights to Felton Junction.....	May 15, 1880.
2. Length of main line of road from Dumbarton Point to Felton Junction.....	45.3 miles.
Length of main line in California.....	45.3 miles.
10. Total length of road belonging to this company.....	45.3 miles.
11. Aggregate length of siding and other tracks not enumerated above.....	12.24 miles.
12. Same in California.....	12.24 miles.
13. Aggregate length of track belonging to this company computed as single track.....	57.54 miles.
15. Total length of steel rail in tracks belonging to this company, not including steel top rail (weight per yard, 50 pounds).....	23.8 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California.....	11
18. Number of wooden bridges (aggregate length, 784 feet), in California.....	11
19. Number of crossings of highways at grade, in California.....	36
21. Number of crossings of highways under railroad, in California.....	2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	38
27. Number of railroad crossings at grade.....	1
Crossing the Southern Pacific Company at Santa Clara.....	

ROADS BELONGING TO OTHER COMPANIES OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

30. Names, Description, and Length of each.

Name of Company.	Termini.		Length (Miles).
	From.	To.	
Santa Cruz and Felton Railroad.....	Felton	Santa Cruz	5.90
Bay and Coast Railroad	Newark	Center of bridge in	
Oakland Township Railroad.....	Center of bridge in	San Antonio Creek.	25.20
	San Antonio Creek.	Broadway, Oakland..	2.10
San Francisco and Colorado River Railroad.....	Alameda Junction....	Channel water in Bay of San Francisco...	3.00
Felton and Pescadero Railroad...	Felton	Boulder Creek.....	7.38
Almaden Branch Railroad.....	Campbells	New Almaden.....	9.60
Total .....	.....	.....	53.18

31. Total length of above roads.....	53.18 miles.
32. Total length of above roads in California.....	53.18 miles.
34. Total miles of road operated by this company.....	110.72
35. Total miles of road operated by this company in California.....	All.
36. Number of stations on all roads operated by this company.....	44
37. Number of stations on all roads owned by this company.....	14
38. Same in California.....	All.
39. Miles of telegraph on line of road operated by this company.....	162
41. Number of telegraph offices in company stations.....	18
42. Number of telegraph stations operated by this company.....	10
43. Number of telegraph stations operated jointly by railroad and tele- graph companies.....	28

ROLLING STOCK.

	Number.	Average Weight.
1. Locomotives.....	20	44,488
Maximum weight of engines in working order..... [62,500]		
2. Tenders.....	20	16,000
Average weight of tenders full of fuel and water.....		31,000
Maximum weight of tenders full of fuel and water..... [33,000]		
Average joint weight of engines and tenders.....		60,488
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender..... [38 feet.]		
4. Total length of heaviest engine and tender over all..... [44 feet.]		
6. Passenger cars.....	80	18,000
8. Eight-wheel box freight cars.....	118	11,600
10. Eight-wheel platform cars.....	310	8,160
12. Other cars.....	81	500

14. Total number of freight cars, including coal, etc., on a basis of eight wheels.....	428
15. Number of locomotives equipped with train brakes.....	20
(Kind of brake: 19 air and 1 hand.)	
16. Number of cars equipped with train brakes.....	508
(Kind of brake: 78 air and 430 hand.)	

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	483,560 miles.
2. Rate of speed of express passenger trains, including stops.....	} 22½ miles.
3. Rate of speed of accommodation trains, including stops.....	
4. Miles run by freight trains.....	94,645 miles.
5. Rate of speed of express freight trains, including stops.....	} 8 $\frac{4}{100}$ miles.
6. Rate of speed of accommodation freight trains, including stops.....	
7. Miles run by other trains, and for what purpose:	
Mixed.....	32,050
Switching.....	70,245
Work.....	18,755
	121,050 miles.
8. Total train miles run.....	699,255 miles.
9. Total number of passengers carried.....	2,219,283
Number of local passengers going east (or north).....	1,165,740
Number of local passengers going west (or south).....	1,053,543
10. Total passenger mileage, or passengers carried one mile.....	26,652,281
11. Passenger mileage to and from other roads:	
Average number of miles traveled by each local passenger.....	12 miles.
Average number of miles traveled by each passenger, through and local.....	12 miles.
12. Number of tons freight carried (not including gravel).....	255,999
Number of tons freight in this State, carried.....	255,999
13. Total freight mileage, or tons carried one mile.....	9,054,080
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company.....	2 $\frac{14}{100}$ cents.
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets.....	2 $\frac{22}{100}$ cents.
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket.....	0 $\frac{61}{100}$ cent.
20. Average rate of fare per mile for all passengers.....	1 $\frac{3}{100}$ cents.
23. Average rate of local freight per ton per mile on roads operated by this company.....	4 $\frac{66}{100}$ cents.
30. Number of persons regularly employed by company, including officers.	470
Average monthly pay of employes, other than officers.....	\$80 00
Average monthly pay of engine drivers.....	120 00
Average monthly pay of passenger conductors.....	100 00
Average monthly pay of freight conductors.....	85 00
Average monthly pay of baggage masters.....	65 00
Average monthly pay of brakemen, flagmen, and switchmen.....	60 00
Average monthly pay of section men.....	46 00
Average monthly pay of mechanics in shops.....	90 00
Average monthly pay of laborers.....	46 00

RELATING TO PASSENGERS.

1. Total season ticket passengers (round trip).....	1,053,323
2. Passengers to San Francisco (including season).....	1,051,612
3. Passengers from San Francisco (including season).....	942,351
4. Season ticket passengers to and from San Francisco (one round trip daily).....	1,053,323

LIST OF ACCIDENTS IN CALIFORNIA.

	From causes beyond their own control—in California.		From their own misconduct or carelessness—in California.		Total—in California.		Total on whole road operated.	
	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.
Passengers		1	1	8	1	9	1	9
Employés			1	5	1	5	1	5
Others				2		2		2
Totals		1	2	15	2	16	2	16

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

- May 22—W. H. Lucas, conductor, killed. Fell off top of train between stations.
 May 23—Infant daughter of Lewis Keppler killed. Head crushed while out of window, at temporary siding.
 May 23—Fanny Reynolds, face bruised. Jumped out of car window; intoxicated.
 June 4—James Ross, laborer, injured by breaking of staging in coal bunkers.
 June 4—T. F. Doran, laborer, injured by breaking of staging in coal bunkers.
 June 6—John Jaquay, ribs broken. Fell off car platform; intoxicated.
 June 27—Andrew Kock, head wounded. Jumped off moving train.
 July 14—J. J. Dorsey, brakeman, slightly injured. Fell off freight train.
 August 12—Carmen Liberia, face cut by stone thrown through car window.
 August 29—James Trimble, toes cut off and ribs broken. Jumped off moving train.
 September 9—Alf. Luscowitz, foot hurt by catching it between spring piles and wharf, while fishing.
 October 17—John Nagle, skull fractured. Fell off train; intoxicated.
 November 5—W. Lowtet, laborer, severe sprain. Knocked off car by coal from bunker.
 November 14—Thomas Gillespie, carpenter, bruised. Fell off bridge while working.
 December 8—Fred. Hanson, ribs broken. Fell through coal hole on steamer "Garden City."
 December 11—Thomas McGuire, injured. Jumped off moving train.
 December 26—John Drew, scalp wound. Struck by coal from bunkers.

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE), OWNED BY THE COMPANY.

LENGTH OF TRACK DECEMBER 31, 1886.									
State, separately, length within and without State. Reduce to single track by adding length of double track.	Single.			Reduced to Single Track.			Track and Sidings.		
				Track.		Sidings.			
Main Line and Branches.	From.	To.	Iron.	Steel.	Iron.	Steel.	Iron.	Steel.	Iron and Steel.
Main line within State.....	Dumbarton Point.	Felton Junction.	11.500	23.800	11.500	23.800	12.246	^(b) 23.746	^(c) 23.800
December 31, 1886.									
The length of rail is double the length of single track, columns (b) and (c) above.									
Within the State.									
			Length in Miles.		Average Weight per Mile (Tons).		Total Weight (Tons).		
Length of iron rail			47.5		29.2		186.2		
Length of steel rail			47.6		39.2		187.1		
Total length of iron rail replaced by steel rail during the year			17		-----		-----		

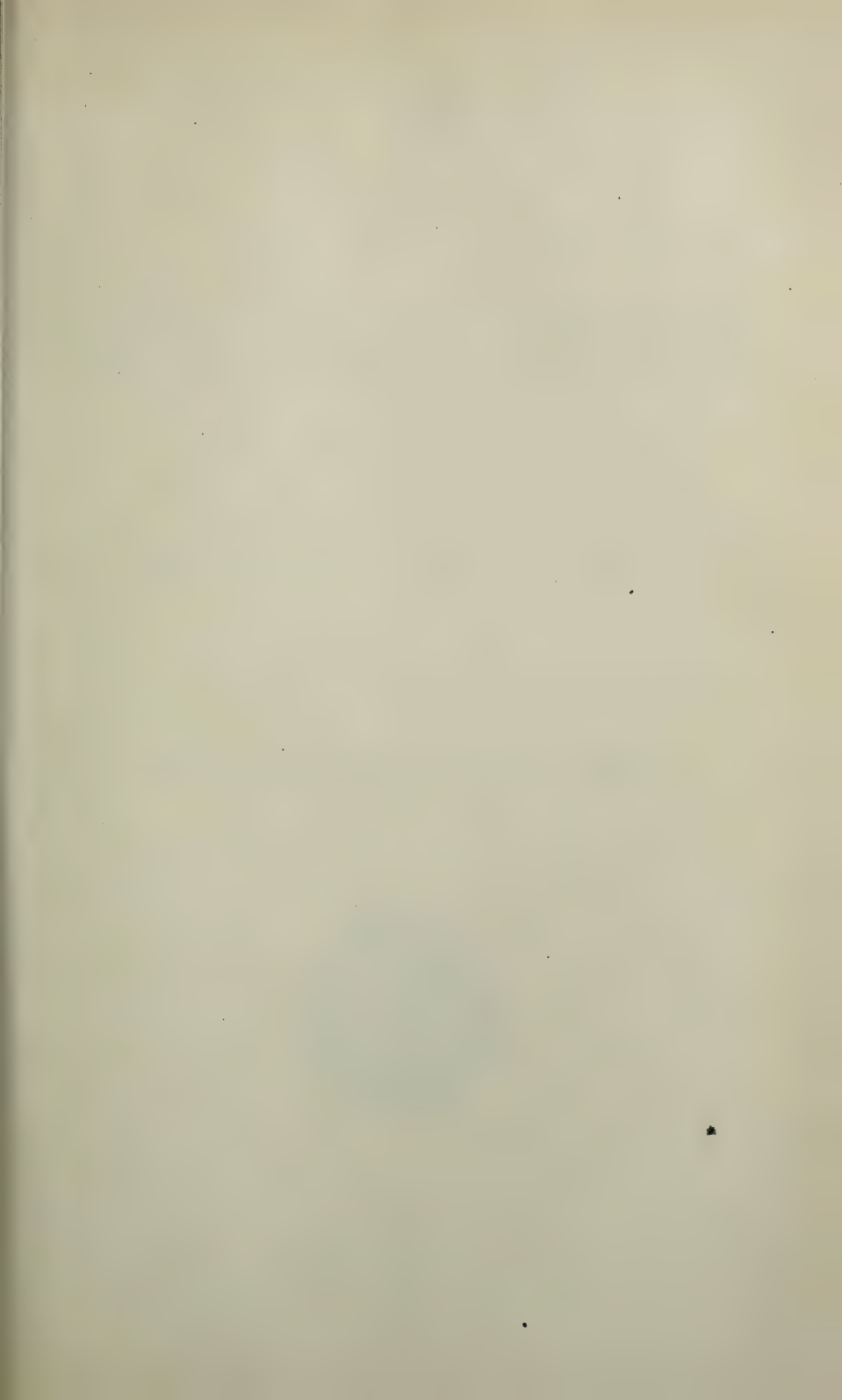
STATE OF CALIFORNIA,
County of San Francisco. } ss.

A. E. Davis, Vice-President of the South Pacific Coast Railroad Company, and Chas. S. Neal, Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1886.

A. E. DAVIS.
CHAS. S. NEAL.

Subscribed and sworn to before me, this thirtieth day of August, 1887.

JAMES L. KING, Notary Public.





NINTH ANNUAL REPORT

OF THE

BOARD OF RAILROAD COMMISSIONERS

OF THE

STATE OF CALIFORNIA,

FOR THE

Year Ending December 31, 1888.



SACRAMENTO:

STATE OFFICE, : : : J. D. YOUNG, SUPT. STATE PRINTING.
1889.



MEMBERS OF THE BOARD.

A. ABBOTT, First District.....Sacramento.
P. J. WHITE, Second District.....San Francisco.
JAMES W. REA, Third District.....San José.

OFFICERS.

VARNEY W. GASKILL.....Secretary.
W. P. ELDRED.....Bailiff.
J. F. GAWTHORNE.....Stenographer.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS.

Rooms 119 and 121, Phelan Building.....San Francisco.

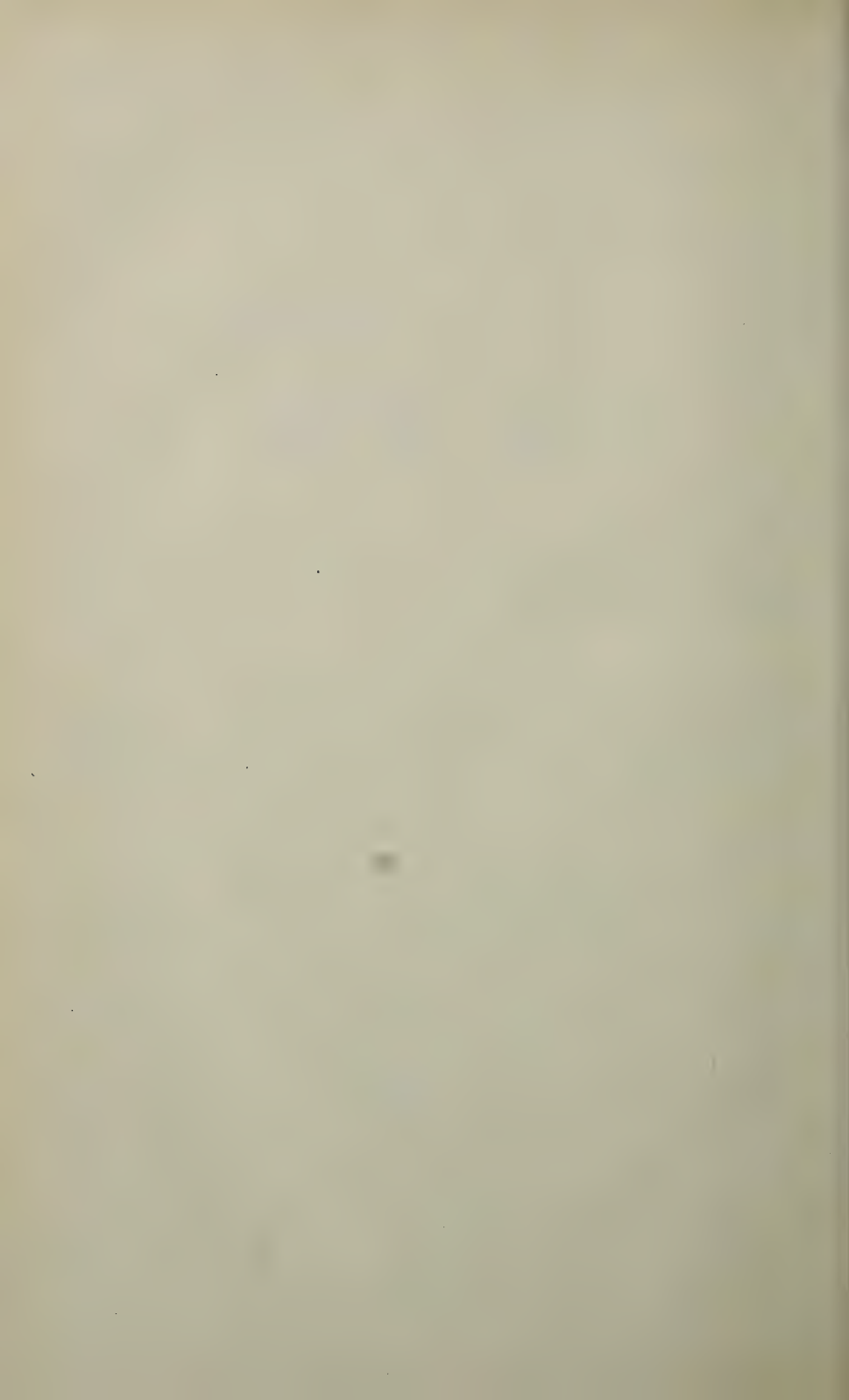


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PART I.



REPORT.

BOARD OF RAILROAD COMMISSIONERS, STATE OF CALIFORNIA,)
OFFICE, PHELAN BUILDING, SAN FRANCISCO, December 31, 1888.)

To his Excellency R. W. WATERMAN, Governor of the State of California:

SIR: In compliance with the requirements of the Constitution of the State, this Commission has the honor to present to you herewith, its ninth (9) annual report, for the year 1888.

The Constitutional provision establishing this Board, and conferring upon it its jurisdiction; and the Statute to organize and define its powers; and the rules of procedure adopted and now in force for its government, are as follows:

[From the Constitution of the State of California.]

ARTICLE XII.

CORPORATIONS.

SECTION 17. All railroad, canal, and other transportation companies are declared to be common carriers, and subject to legislative control. Any association or corporation organized for the purpose, under the laws of this State, shall have the right to connect at the State line with railroads of other States. Every railroad company shall have the right with its road to intersect, connect with, or cross any other railroad, and shall receive and transport each the other's passengers, tonnage, and cars, without delay or discrimination.

SEC. 18. No President, Director, officer, agent, or employé of any railroad or canal company shall be interested, directly or indirectly, in the furnishing of material or supplies to such company, nor in the business of transportation as a common carrier of freight or passengers over the works owned, leased, controlled, or worked by such company, except such interest in the business of transportation as lawfully flows from the ownership of stock therein.

SEC. 19. No railroad or other transportation company shall grant free passes, or passes or tickets at a discount, to any person holding any office of honor, trust, or profit in this State; and the acceptance of any such pass or ticket, by a member of the Legislature, or any public officer, other than Railroad Commissioner, shall work a forfeiture of his office.

SEC. 20. No railroad company or other common carrier shall combine or make any contract with the owners of any vessel that leaves port or makes port in this State, or with any common carrier, by which combination or contract the earnings of one doing the carrying are to be shared by the other not doing the carrying. And whenever a railroad corporation shall, for the purpose of competing with any other common carrier, lower its rates for transportation of passengers or freight from one point to another, such reduced rates shall not be again raised or increased from such standard without the consent of the governmental authority in which shall be vested the power to regulate fares and freight.

SEC. 21. No discrimination in charges or facilities for transportation shall be made by any railroad or other transportation company between places or persons, or in the facilities for the transportation of the same classes of freight or passengers within this State, or coming from or going to any other State. Persons and property transported over any railroad, or by any other transportation company or individual, shall be delivered at any station, landing, or port, at charges not exceeding the charges for the transportation of persons and property of the same class, in the same direction, to any more distant station, port, or landing. Excursion and commutation tickets may be issued at special rates.

SEC. 22. The State shall be divided into three districts as nearly equal in population as practicable, in each of which one Railroad Commissioner shall be elected by the qualified electors thereof at the regular gubernatorial elections, whose salary shall be fixed by law and whose term of office shall be four years, commencing on the first Monday after the

first day of January next succeeding their election. Said Commissioners shall be qualified electors of this State and of the district from which they are elected, and shall not be interested in any railroad corporation, or other transportation company, as stockholder, creditor, agent, attorney, or employé; and the act of a majority of said Commissioners shall be deemed the act of said Commission. Said Commissioners shall have the power, and it shall be their duty, to establish rates of charges for the transportation of passengers and freight by railroad or other transportation companies, and publish the same from time to time, with such changes as they may make; to examine the books, records, and papers of all railroad and other transportation companies, and for this purpose they shall have power to issue subpoenas and all other necessary process; to hear and determine complaints against railroad and other transportation companies, to send for persons and papers, to administer oaths, take testimony, and punish for contempt of their orders and processes, in the same manner and to the same extent as Courts of record, and enforce their decisions and correct abuses through the medium of the Courts. Said Commissioners shall prescribe a uniform system of accounts to be kept by all such corporations and companies. Any railroad corporation or transportation company which shall fail or refuse to conform to such rates as shall be established by such Commissioners, or shall charge rates in excess thereof, or shall fail to keep their accounts in accordance with the system prescribed by the Commission, shall be fined not exceeding twenty thousand dollars for each offense; and every officer, agent, or employé of any such corporation or company, who shall demand or receive rates in excess thereof, or who shall in any manner violate the provisions of this section, shall be fined not exceeding five thousand dollars, or be imprisoned in the county jail not exceeding one year. In all controversies, civil or criminal, the rates of fares and freights established by said Commission shall be deemed conclusively just and reasonable, and in any action against such corporation or company for damages sustained by charging excessive rates, the plaintiff, in addition to the actual damage, may, in the discretion of the Judge or jury, recover exemplary damages. Said Commission shall report to the Governor, annually, their proceedings, and such other facts as may be deemed important. Nothing in this section shall prevent individuals from maintaining actions against any of such companies. The Legislature may, in addition to any penalties herein prescribed, enforce this article by forfeiture of charter or otherwise, and may confer such further powers on the Commissioners as shall be necessary to enable them to perform the duties enjoined on them in this and the foregoing section. The Legislature shall have power, by a two-thirds vote of all the members elected to each house, to remove any one or more of said Commissioners from office, for dereliction of duty, or corruption, or incompetency; and whenever, from any cause, a vacancy in office shall occur in said Commission, the Governor shall fill the same by the appointment of a qualified person thereto, who shall hold office for the residue of the unexpired term, and until his successor shall have been elected and qualified.

CHAPTER LIX.

An Act to organize and define the powers of the Board of Railroad Commissioners.

[Approved April 15, 1880.]

The People of the State of California, represented in Senate and Assembly, do enact as follows:

SECTION 1. The three persons elected Railroad Commissioners, pursuant to the provisions of section twenty-two of article twelve of the Constitution of this State, constitute, and shall be known and designated as the "Board of Railroad Commissioners of the State of California." They shall have power to elect one of their number President of said Board, to appoint a Secretary, to appoint a Bailiff, who shall perform the duties of Janitor; also to employ a Stenographer, whenever they may deem it expedient.

SEC. 2. The salary of each Commissioner shall be four thousand dollars per annum; the salary of the Secretary shall be twenty-four hundred dollars per annum; the salary of the Bailiff shall be twelve hundred dollars per annum, such salaries to be paid by the State of California in the same manner as the salaries of State officers are paid. The Stenographer shall receive a reasonable compensation for his services, the amount to be fixed by the State Board of Examiners, and paid by the State. Said Commissioners and the persons in their official employment, when traveling in the performance of their official duties, shall have their traveling expenses other than transportation paid, the amounts to be passed on by the State Board of Examiners, and paid by the State. Said Board of Railroad Commissioners shall be allowed one hundred dollars per month for office rent, and fifty dollars per month for fuel, lights, postage, expressage, subscriptions to publications upon the subject of transportation, and other incidental expenses, to be paid by the State; *provided*, all moneys remaining unexpended at the expiration of each fiscal year shall be returned to the State Treasury. Said Board is further authorized to expend not to exceed four hundred dollars for office furniture and fixtures, to be paid by the State. The State shall furnish said Board with all necessary stationery and printing, upon requisitions signed by the President of said Board.

SEC. 3. Said Commissioners, and the persons in their official employment, shall, when in the performance of their official duties, have the right to pass free of charge on all railroads, steamers, ships, vessels, and boats, and on all vehicles employed in or by any railroad or other transportation company engaged in the transportation of freight and passengers within this State.

SEC. 4. It shall be the duty of the Attorney-General, and the District Attorney in every county, on request of said Board, to institute and prosecute, and to appear and to defend, for said Board, in any and all suits and proceedings which they or either of them shall be requested by said Board to institute and prosecute, and to appear in all suits and proceedings to which the Board is a party, shall have precedence over all other business except criminal business; *provided*, that said Board shall have the power to employ additional counsel to assist said Attorney-General, or said District Attorney, or otherwise, when, in their judgment, the exigencies of the case may so require. The fees and expenses of said additional counsel to be determined by the State Board of Examiners, and paid by the State.

SEC. 5. The office of said Board shall be in the City of San Francisco. Said office shall always be open (legal holidays and non-judicial days excepted). The Board shall hold its sessions at least once a month in said City of San Francisco and at such other times and such other places within this State as may be expedient. The sessions of said Board shall be public, and when held at a place other than the office in the City of San Francisco, notice thereof shall be published once a week for two successive weeks before the commencement of such session, in a newspaper published in the county where such session is to be held; and if no newspaper is published in such county, then in a newspaper published in an adjacent county. Such publication to be paid by the State, in the manner as other publications authorized by law are paid.

SEC. 6. The Board shall have a seal, to be devised by its members, or a majority thereof. Such seal shall have the following inscription surrounding it: "Railroad Commission, State of California." The seal shall be affixed only to, first, writs; second, authentications of a copy of a record or other proceeding, or copy of a document on file in the office of said Commission.

SEC. 7. The process issued by said Board shall extend to all parts of the State. The Board shall have power to issue writs of summons and of subpoena in like manner as Courts of record. The summons shall direct the defendant to appear and answer within fifteen days from the day of service. The necessary process issued by the Board may be served in any county in this State by the Bailiff of the Board, or by any person authorized to serve process of Courts of record.

SEC. 8. The Secretary of said Board shall issue all process and notices required to be issued, and do and perform such other duties as the Board may prescribe. The Bailiff shall preserve order during the sessions of said Board, and shall have authority to make arrests for disturbances. He shall also have authority, and it shall be his duty, to serve all process, orders, and notices issued by said Board when directed by the President, and make return of the same.

SEC. 9. All complaints before said Board shall be in writing and under oath. All decisions of said Board shall be given in writing, and the grounds of the decision shall be stated. A record of the proceedings of said Board shall be kept, and the evidence of persons appearing before said Board shall be preserved.

SEC. 10. Whenever the Board shall render any decision within the purview and pursuant to the authority vested in said Board by section twenty-two of article twelve of the Constitution, said Board, or the person, copartnership, company, or corporation making the complaint upon which such decision was rendered, is authorized to sue upon such decision in any Court of competent jurisdiction in this State.

SEC. 11. Whenever said Board, in the discharge of its duties, shall establish or adopt rates of charges for the transportation of passengers and freight, pursuant to the provisions of the Constitution, said Board shall serve a printed schedule of such rates, and of any changes that may be made in such rates, upon the person, copartnership, company, or corporation affected thereby; and upon such service it shall be the duty of such person, copartnership, company, or corporation to immediately cause copies of the same to be posted in all its offices, station houses, warehouses, and landing offices affected by such rates, or changes of rates, in such manner as to be accessible to public inspection during usual business hours. Said Board shall also make such further publication thereof as they shall deem proper and necessary for the public good. If the party to be served, as hereinbefore provided, be a corporation, such service may be made upon the President, Vice-President, Secretary, or Managing Agent thereof, and if a copartnership, upon any partner thereof. The rates of charges established or adopted by said Board, pursuant to the Constitution and this Act, shall go into force and effect on the twentieth day after service of said schedule of rates, or changes in rates, upon the person, copartnership, company, or corporation affected thereby, as hereinbefore provided.

SEC. 12. When jurisdiction is, by the Constitution, conferred on the Board of Railroad Commissioners, all the means necessary to carry it into effect are also conferred on said Board, and when in the exercise of jurisdiction within the purview of the authority conferred on said Board by the Constitution, the course of proceedings be not specifically pointed out, any suitable process or mode of proceeding may be adopted by the Board which may appear most conformable to the spirit of the Constitution.

SEC. 13. The said Board shall, immediately after entering upon the performance of its duties, demand and receive from the Transportation Commissioner, appointed under an

Act approved April first, eighteen hundred and seventy-eight, section nine, chapter one, all public property belonging to the office of said Transportation Commissioner, in his possession, or under his control, and it is hereby made his duty to deliver the same to the said Board.

SEC. 14. The term "transportation companies" shall be deemed to mean and include: *First*—All companies owning and operating railroads (other than street railroads) within this State.

Second—All companies owning and operating steamships engaged in the transportation of freight or passengers from and to ports within this State.

Third—All companies owning and operating steamboats used in transporting freight or passengers upon the rivers or inland waters of this State.

The word "company," as used in this Act, shall be deemed to mean and include corporations, associations, partnerships, trustees, agents, assignees, and individuals. Whenever any railroad company owns and operates, in connection with its road and for the purpose of transporting its cars, freight, or passengers, any steamer or other watercraft, such steamer or other watercraft shall be deemed a part of its said road. Whenever any steamship or steamboat company owns and operates any barge, canal boat, steamer, tug, ferryboat, or lighter, in connection with its ships or boats, the things so owned and operated shall be deemed to be part of its main line.

SEC. 15. The salaries of the Commissioners, Secretary, Bailiff, and all other officers and attachés in any manner employed by the Board of Commissioners, and all expenses of every kind created under this Act, shall be paid out of any money in the General Fund not otherwise appropriated, and the Controller of State is hereby authorized and directed to draw his warrants from time to time for such purposes, and the State Treasurer is hereby authorized and directed to pay the same.

SEC. 16. This Act shall take effect immediately.

RULES OF PROCEDURE OF THE BOARD.

RULE I.—To regulate, establish, or change the rates of charges and schedules of fares or freights of any transportation company in this State, said Commissioners will proceed upon their own motion, or upon the complaint of any person or persons demanding relief, and having an interest therein.

RULE II.—In any case of alleged extortion, discrimination, or other abuse, by any transportation company in this State, subject to the cognizance and control of said Commissioners, they will proceed, upon the complaint of the person or persons injured thereby, to hear and determine the cause of such complaint, and will exercise the remedial and judicial powers conferred by the Constitution, as required thereby, to wit: "In the same manner and to the same extent as Courts of record, and to enforce their decisions and correct abuses through the medium of the Courts."

RULE III.—Such complaint as aforesaid, when presented at the office of said Commissioners, shall be filed by the Secretary, who shall, at the request of the complainant, issue a summons thereon.

RULE IV.—The summons must be directed to the defendant, must be signed by the Secretary, and attested by the seal of the Commissioners, and must contain:

1. The names of the parties to the proceeding.
2. A statement of the nature of the complaint.
3. A direction that the defendant appear and answer it within fifteen days after service hereof.

RULE V.—The summons may be served by the Bailiff of the Commissioners, or by any citizen of the State, and shall be served by delivering a copy thereof, together with a copy of the complaint, to the defendant, or if the defendant is a corporation, to the President, Secretary, Treasurer, or Managing Agent thereof. Proof of service of summons and complaint must be as follows:

1. If made by the Bailiff, his certificate thereof.
2. If by any other person, his affidavit thereof.

RULE VI.—From the time of the service of the summons and the copy of complaint, the Commissioners shall be deemed to have acquired juris-

diction of the parties and subject-matter. The voluntary appearance of the defendant is equivalent to personal service.

RULE VII.—The complaint must contain:

1. The names of the parties to the proceeding.
2. A statement of the cause of complaint, in ordinary and concise language, giving such particulars of time, place, and circumstances as may enable the defendant to answer the same intelligently.
3. A demand of the relief claimed.

RULE VIII.—The defendant may, within the time required in the summons to answer, object to the complaint upon the following grounds:

1. That it does not state facts sufficient to authorize the proceedings.
2. That it does not conform to the requirements of Section 9, Chapter 59, Statutes of 1880.

RULE IX.—If the objection be sustained, the complainant may amend his complaint. If the objection be overruled, the defendant may answer the complaint.

RULE X.—The answer of the defendant may contain:

1. A general or specific denial of the allegations of the complaint controverted by him.
2. A statement of any new matter of defense or in mitigation or explanation of the charges made in the complaint.

RULE XI.—The complainant may, upon service of the answer, object to the same as insufficient, and if the objection is sustained the defendant may amend his answer.

RULE XII.—The complaint, answer, and demurrer must be subscribed by the party, his authorized agent, or attorney. The complaint and answer must be verified as required by the Code of Civil Procedure in civil cases.

RULE XIII.—Upon the appearance, answer, or default of defendant, the Commissioners shall promptly hear and determine the cause of complaint, and upon the law and the facts shall render and file in their office a decision in writing, signed by the Commissioners concurring therein. Within ten days thereafter, upon a petition by either party based upon the record in the case, such decision may be modified or changed by order of the Commissioners, setting forth the reasons therefor.

RULE XIV.—The Secretary of the Commissioners must keep a calendar of cases pending before them, in their chronological order; and in a suitable book, properly indexed, shall enter all orders and decisions of the Board.

RULE XV.—The provisions of Part IV of the Code of Civil Procedure, relating to the general principles, kinds, and degrees, production and effect of evidence, and of the rights and duties of witnesses, shall be applicable to proceedings before these Commissioners.

RULE XVI.—These rules may be amended at any regular meeting of the Commissioners, and amendments so made shall go into effect in ten days thereafter.

RULE XVII.—These rules shall be in force from and after the first day of March, 1883.

ADDITIONAL RULES OF PROCEDURE.

WHEREAS, By Section 11, Chapter 59, of the Statutes of 1880, entitled "An Act to organize and define the powers of the Board of Railroad Commissioners," it is provided that: "Whenever said Board, in the discharge of its duties, shall establish or adopt rates of charges for transportation of passengers or freight, pursuant to the provisions of the Constitution, said Board shall serve a *printed schedule* of such rates, and of any changes that

may be made in such rates, upon the person, copartnership, company, or corporation affected thereby; and upon such service it shall be the duty of such person, copartnership, company, or corporation to immediately cause *copies of the same* to be posted in all of its offices, station houses, warehouses, and landing offices affected by such rates, in such manner as to be accessible to public inspection during usual business hours. And whereas, it is further provided in said section and Act that the rates of charges established or adopted by said Board pursuant to the Constitution and this Act shall go into force and effect the twentieth day after service of said schedule of rates or changes of rates upon the person, copartnership, company, or corporation affected thereby, as herein provided." And whereas, unless waived by the party to be affected thereby, as aforesaid, the mode and time prescribed exclude all others. And whereas, it is optional with such party to waive said time, and also service of printed copy of said schedule; and whereas, it is competent and proper for this Commission, when it shall "*establish or adopt*" rates of charges, as aforesaid, to consult the convenience and preference of such party as to the form and clerical preparation of the schedule it is required to copy and post for inspection and use as aforesaid:

Now, therefore, it is hereby ordered, That in pursuance of said section of said Act, this Commission can and will establish or adopt rates of charges for the transportation of passengers and freight only by schedule; and that in the preparation thereof, in the usual form for convenient use as aforesaid, the Secretary of the Commission is hereby authorized and directed to avail himself of such form or draft of such schedule as may be most conveniently copied and used by the party to be affected thereby.

And it is further ordered, That upon the completion of any schedule of rates and charges, so drafted and prepared as aforesaid, the same shall be submitted to the Commission, and it shall be "*established and adopted*," as aforesaid. A certified copy of the order adopting the same shall be served by said Secretary upon the party to be affected thereby; and in case such party shall prefer for its own convenience, and to simplify the duties of all concerned, to make its own copies of all such schedules, and shall consent to put the same in operation within twenty days from and after the service of said order, and in accordance therewith, it may do so without further preliminary process or proceeding to enforce the same; *provided*, that said party, or its general manager, shall, within three days from and after the service of said order, acknowledge the service of said schedule by printed copy, expressly waiving all other service or notice thereof, in writing, addressed to said Commission, and to be filed and remain of record in its office.

And it is further ordered, That if such acknowledgment and waiver, as aforesaid, shall not be filed in said office within three days from and after the service of such order as aforesaid, then, and in that case, said Secretary shall immediately proceed to print such schedule and order, and to serve printed copies thereof on the parties to be affected thereby, and shall keep a record of his action in the minutes of said Commission.

All railroad corporations doing business in this State, and over which this Commission has jurisdiction, have complied with the requirements of law, and have furnished this office, in most instances, with full reports of their conditions and operations for the year 1887. These reports are reproduced in full in the following pages. An examination of them affords a

thorough understanding of the work of all companies, and progress made in the extension of our railroad system.

The importance of these great thoroughfares in the development of the material resources of the State can hardly be calculated, and clearly demonstrates the wisdom of liberal legislation that encourages the investment of the vast sums of money necessary to their construction. Sound policy seems to suggest the continuance of such legislation, and that no obstacles be placed (through inconsiderate measures) in the way of the continued development of our railroad system, upon which the interior commerce of California so largely depends.

It seems apparent from results of operations in this State that a conservative policy, rather than one too exacting, is the one best serving the real interest of the public, and most certain to secure fair rates of transportation.

While the law-making power should see that our railroad corporations are not in a position to impose unfair, excessive, or discriminating charges upon the business of the State, still if lines of railroad shall be multiplied, opening up competing ways to important trade centers, and affording to large manufacturing communities choice of routes in the shipment of their products to market, in the securing of their trade, the intelligent management of our railroad properties, which sharp competition also makes liberal, will leave but little to be desired in the way of legislation for the regulation of tariff rates.

It is believed that a careful examination of the several company reports herewith submitted will establish the fact that the tendency to fair and uniform rates is in the right direction in California.

CORPORATIONS.

Returns have been received by this Commission from thirty-one corporations doing business in this State; thirty of these companies are organized under the laws of this State, and one, the Southern Pacific Company, was organized under the laws of the State of Kentucky. Of the whole number, twenty-four are of the standard gauge (4 feet 8½ inches), and seven are of the narrow gauge (3 feet).

The names of the corporations reporting, and the description of the same, are as follows:

Broad Gauge Roads.

Southern Pacific Company.....	No roads owned.
Amador Branch Railroad Company.....	Galt to Ione.
Berkeley Branch Railroad Company.....	Shell Mound to Berrymans.
California Pacific Railroad Company.....	
.....Vallejo to Sacramento, Napa Junction to Calistoga, Davisville to Marysville.	
Central Pacific Railroad Company.....	Sacramento to State line of Nevada, Sacramento to San Francisco, Roseville Junction to Oregon State line, Lathrop to Goshen.
Los Angeles and Independence Railroad Company.....	Santa Monica to Los Angeles.
Los Angeles and San Diego Railroad Company.....	Florence to Santa Ana.
Monterey Railroad Company.....	Castroville to Monterey.
Pajaro and Santa Cruz Railroad Company.....	Pajaro to Santa Cruz, Aptos to Monte Vista.
Sacramento and Placerville Railroad Company.....	Sacramento to Shingle Springs.
San José and Almaden Railroad Company.....	Hillsdale to Almaden.
Northern Railway Company.....	West Oakland to Suisun, Woodland to Tehama.
San Joaquin Valley and Yosemite Railroad Company.....	Berenda to Raymond.
San Pablo and Tulare Railroad Company.....	Tracy to Martinez.
Southern Pacific Railroad Company.....	
.....San Francisco to San Miguel, Carnadero to Tres Pinos, Goshen to Huron, Goshen to Colorado River, Los Angeles to Wilmington, Mojave to Needles.	
Southern Pacific Branch Railway Company.....	
.....San Miguel to Templeton, Saugus to Santa Barbara.	
Stockton and Copperopolis Railroad Company.....	Stockton to Oakdale.
Vaca Valley and Clear Lake Railroad Company.....	Elmira to Madison.

Atlantic and Pacific Railroad Company.....	No road owned.
California Central Railway Company.....	Los Angeles
to San Bernardino, Arlington to Santa Ana, Los Angeles to Port Ballona, Santa	
Ana to San Juan, Escondido Junction to Escondido, San Bernardino to Mentone.	
California Southern Railroad Company.....	National City to Barstow.
Northern California Railroad Company.....	Marysville to Oroville.
San Francisco and North Pacific Railroad Company.....	
..... Donahue to Cloverdale, Fulton to Guerneville, Petaluma to San Rafael.	
Visalia Railroad Company.....	Visalia to Goshen.

Narrow Gauge Roads.

South Pacific Coast Railway Company	San Francisco to Santa Cruz, Fourteenth
Street to Mole, Felton to Bowlder Creek, Campbells to Almaden, Newark to Centerville.	
Carson and Colorado Railroad Company	State line to Keeler, Inyo County.
North Pacific Coast Railroad Company.....	Sausalito to Duncans.
Pacific Coast Railway Company.....	Port Harford to Los Olivos.
Sonoma Valley Railway Company	Sonoma to Glen Ellen.
San Joaquin and Sierra Nevada Railroad Company.....	Bracks to Valley Springs.
Nevada County Narrow Gauge Railroad Company.....	Colfax to Nevada City.

MAP.

Attached to and made part of this report will be found an Official Railroad Map of the State of California. This is the first map of the kind ever gotten out by the Commission since its organization.

The map represents the different railroad systems of the State that report to the Commission, as the same existed on July 1, 1888. It has been the aim of the Commission to make the map absolutely accurate with reference to the courses of the roads and their several terminal points.

DIAGRAM.

Attention is called to diagram, showing average population of various groups of States, according to United States Census Report for 1888, which is attached to and made part of this report.

This diagram is instructive and interesting, as showing how sparsely our State is settled as compared with other great railroad States.

This diagram, taken in connection with our rates of fares and freights, makes, we think, a very flattering showing for the price of transportation in this State.

PROFILES.

Profiles as follows are also attached to this report:

Southern Pacific Company's through line, San Francisco, California, to El Paso, Texas, compared with New York Central and Hudson River Railroad, and Lake Shore and Michigan Southern Railroad, New York to Chicago.

Southern Pacific Company's through line, San Francisco, California, to Portland, Oregon, compared with same roads; also Central Pacific Railroad, San Francisco, California, to Portland, Oregon, compared with same roads.

These profiles are also exceedingly interesting, as showing the great difference in grade between the Pacific roads and those farther east, and if studied, one can easily see how such grades as these affect the cost of operating.

TRACK MILEAGE.

The total miles of roads owned by corporations reporting to this office, for 1887, were 3,441.70, of which total mileage 2,988.68 were broad gauge

(4 feet 8½ inches), and 453.02 were narrow gauge (3 feet). This shows an increase upon the figures of the preceding year of 317.70 miles, or 9 per cent.

TABLE No. 1.

Showing Progress of Railroad Construction in California from 1856 to 1887, inclusive.

YEARS.	Miles.	YEARS.	Miles.
1856	21.90	1877	157.57
1863	31.90	1878	159.45
1864	75.85	1879	47.09
1865	48.76	1880	41.15
1866	37.72	1881	16.80
1867	21.41	1882	242.30
1868	62.93	1883	353.37
1869	339.84	1884	45.40
1870	105.66	1885	105.16
1871	122.49	1886	164.01
1872	218.38	1887	317.70
1873	51.82		
1874	101.93	Total miles of roads in State	
1875	152.18	December 31, 1887	3,441.70
1876	398.95		

As appears from the foregoing table, the average of track laid each year has been 107.56 miles. The first track laid was between Sacramento and Folsom, in 1856; the second road to be built was from San Francisco to Menlo Park, in 1863.

CONSTRUCTION DURING 1888.

The current year will show a marked increase in additions to the railroad lines of the State, distributed as follows: Southern Pacific Company, 232.82 miles; California Central Railroad Company, 85.54 miles; San Francisco and North Pacific Railroad Company, 23 miles. Total added mileage in 1888, 341.36 miles. Statements showing details of added mileage are as follows:

SOUTHERN PACIFIC COMPANY.

STATEMENT SHOWING ADDITIONS TO MILEAGE IN CALIFORNIA, BY CONSTRUCTION OF NEW LINES,
JANUARY 1, TO DECEMBER 1, 1888.

	Miles.	
<i>Northern Railway—</i>		
Mendocino Branch	17.10	
Placerville Division	11.79	
Santa Rosa Branch	33.37	
Clear Lake Division	22.50	84.76
<i>Southern Pacific Railroad—</i>		
<i>Southern Division:</i>		
Goshen Division	20.60	
Whittier Branch	5.90	
San Joaquin Division	3.07	
Fresno Division (33 miles not yet operated)	100.17	
Long Beach Branch	2.32	
Tustin Branch	10.80	
<i>Northern Division:</i>		
Santa Cruz Branch	2.00	
Main line extended (3.2 miles not yet operated)	3.20	148.06
Total		232.82

SOUTHERN PACIFIC COMPANY—Continued.

		Miles.
DETAILS OF ADDITIONS IN 1888.		
<i>Northern Railway—</i>		
Mendocino Branch, Willows to Fruto.....	17.10	84.75
Placerville Branch, Shingle Springs to Placerville.....	11.79	
Santa Rosa Branch, Napa Junction to Santa Rosa.....	33.37	
Clear Lake Division, Madison to Rumsey.....	22.50	
<i>Southern Pacific Railroad—</i>		
<i>Southern Division:</i>		
Goshen Division, Huron to Alcalde.....	20.60	142.86
Whittier Branch, Studebaker to Whittier.....	5.90	
San Joaquin Division, from 34 miles beyond Tracy to Newman.....	3.07	
Fresno Division (33 miles not yet operated), Fresno to end of track..	100.17	
Long Beach Branch, Thenard to Long Beach.....	2.32	
Tustin Branch, Conrad to Tustin.....	10.80	
<i>Northern Division:</i>		
Santa Cruz Branch, Old Monte Vista to New Monte Vista.....	2.00	5.20
Main line extended (3.2 miles not yet operated), Templeton to end of track.....	3.20	
Total		232.82

CALIFORNIA CENTRAL RAILWAY COMPANY.

MILEAGE STATEMENT TO DECEMBER 1, 1888.

	Report to December 31, 1887.	Mileage, December 1, 1888.	Added in 1888.
San Bernardino to Los Angeles.....	64.71	66.34	1.63
East Riverside to north of Santa Ana.....	45.43	42.88	28.97
Orange to Los Angeles.....		31.52	
San Bernardino to Mentone.....	11.93	12.50	.57
Ballona Junction to Port Ballona.....	15.05	15.05	
Escondido Junction to Escondido.....	21.23	21.23	
North of Santa Ana to Los Angeles Junction.....	25.20	49.38	24.18
Inglewood to Redondo.....		10.81	10.81
Perris to San Jacinto.....		19.38	19.38
Totals.....	183.55	269.09	85.54

DETAILS OF ADDITIONS IN 1888.

August 12, 1888—Riverside, Santa Ana, Los Angeles—Orange to Ballona Junction.....	28.97
August 12, 1888—San Bernardino and San Diego—San Juan to Los Angeles Junction.....	24.18
April 16, 1888—Redondo Beach Railway—Inglewood to Redondo Beach.....	10.81
May 1, 1888—San Jacinto Valley—Perris to San Jacinto.....	19.38
Adjustments on mileage opened previous to December 31, 1887.....	83.34
	2.20
	85.54

SAN FRANCISCO AND NORTH PACIFIC COAST RAILROAD COMPANY.

STATEMENT SHOWING ADDITION TO MILEAGE BY CONSTRUCTION OF NEW LINES, JANUARY 1, 1888, TO DECEMBER 1, 1888.

	Miles.	
Marin and Napa Railroad	7	23
Cloverdale and Ukiah Railroad	16	
DETAILS OF ADDITIONS IN 1888.		
<i>Marin and Napa Railroad—</i>		
Ignacio to Sears Point.....	7	
<i>Cloverdale and Ukiah Railroad—</i>		23
Cloverdale to end of track.....	16	

STATEMENT

OF NEW RAILROAD CORPORATIONS FORMED, AND REORGANIZATIONS, AMENDMENTS OF OLD CHARTERS, AND MISCELLANEOUS CHANGES SINCE DATE OF THE LAST REPORT OF THE STATE RAILROAD COMMISSION, AS SHOWN BY RETURNS FROM THE OFFICE OF THE SECRETARY OF STATE, DECEMBER 15, 1888.

NEW CORPORATIONS.

MONTEREY EXTENSION RAILROAD COMPANY.

Standard gauge.

Termini, Monterey to Carmel River.

Proposed length, 16 miles.

Capital stock, \$250,000.

Articles filed January 6, 1888.

OCEAN BEACH RAILROAD COMPANY.

Standard gauge.

Termini, Roseville to Ocean Beach.

Proposed length, —.

Capital stock, \$50,000.

Articles filed January 9, 1888.

SAN BERNARDINO AND REDLANDS RAILROAD COMPANY.

Standard gauge.

Termini, San Bernardino to Redlands.

Proposed length, 10 miles.

Capital stock, \$200,000.

Articles filed January 21, 1888.

PASADENA AND LOS ANGELES RAILWAY COMPANY.

Standard gauge.

Termini, Pasadena to Los Angeles.

Proposed length, 19 miles.

Capital stock, \$500,000.

Articles filed January 31, 1888.

PALMDALE RAILROAD COMPANY.

Standard gauge.

Termini, Seven Palm Station to point $6\frac{1}{4}$ miles southerly.

Proposed length, $6\frac{1}{4}$ miles.

Capital stock, \$50,000.

Articles filed February 4, 1888.

LOS ANGELES, CARLTON, AND EASTERN RAILROAD COMPANY.

Standard gauge.

Termini, Los Angeles to Olinda Ranch.

Proposed length, 25 miles.

Capital stock, \$500,000.

Articles filed February 9, 1888.

WAUKENA, TULARE, AND MAMMOTH FOREST RAILROAD COMPANY.

Standard gauge.

Termini, Waukena, Tulare County, to Frasier Valley.

Proposed length, 40 miles.

Capital stock, \$1,000,000.

Articles filed February 11, 1888.

SOUTHERN PACIFIC RAILROAD EXTENSION COMPANY.

Standard gauge.

Termini, near Wilmington to San Pedro Harbor.

Proposed length, 5 miles.

Capital stock, \$250,000.

Articles filed February 20, 1888.

ALAMEDA COUNTY RAILWAY COMPANY.

Standard gauge.

Termini, Melrose Station to Mills Seminary.

Proposed length, ———.

Capital stock, \$200,000.

Articles filed May 1, 1888.

SAN BERNARDINO CENTRAL RAILWAY COMPANY.

Standard gauge.

Termini, San Bernardino to Riverside.

Proposed length, 27 miles.

Capital stock, \$540,000.

Articles filed March 13, 1888.

SAN DIEGO, CUYAMACA AND EASTERN RAILWAY COMPANY.

Standard gauge.

Termini, San Diego to The Needles.

Proposed length, 250 miles.

Capital stock, \$7,000,000.

Articles filed March 15, 1888.

DELMAR AND SAN DIEGO RAILROAD COMPANY.

Standard gauge.

Termini, Delmar to San Diego.

Proposed length, 20 miles.

Capital stock, \$200,000.

Articles filed March 19, 1888.

CAHUENGA VALLEY RAILROAD COMPANY.

Standard gauge.

Termini, Los Angeles to Santa Monica.

Proposed length, 9 miles.

Capital stock, \$100,000.

Articles filed March 29, 1888.

LONG BEACH AND SAN PEDRO RAILWAY COMPANY.

Narrow gauge.

Termini, Long Beach to San Pedro Harbor.

Proposed length, 5 miles.

Capital stock, \$100,000.

Articles filed, April 9, 1888.

MIDLAND RAILWAY COMPANY.

Standard gauge.

Termini, all in Tulare County.

Capital stock, \$180,000.

Articles filed April 9, 1888.

SAN DIEGO UNION DEPOT AND TERMINAL RAILWAY COMPANY.

Standard gauge.

Termini, National City to La Plata.

Proposed length, 15 miles.

Capital stock, \$1,000,000.

Articles filed April 10, 1888.

RODONDO BEACH RAILWAY COMPANY.

Standard gauge.

Termini, Inglewood, Los Angeles County, to Rodondo Beach.

Proposed length, 11 miles.

Capital stock, \$275,000.

Articles filed April 23, 1888.

RAMONA AND SAN BERNARDINO RAILROAD COMPANY.

Standard gauge.

Termini, Ramona, Los Angeles County, to Grafton.

Proposed length, 71 miles.

Capital stock, \$2,130,000.

Articles filed April 24, 1888.

SAN RAMONA VALLEY RAILROAD COMPANY.

Standard gauge.

Termini, Avon to Pleasanton.

Proposed length, 35 miles.

Capital stock, \$1,050,000.

Articles filed, April 25, 1888.

CORONADO RAILROAD COMPANY.

Standard gauge.

Termini, Coronado Beach to San Diego.

Proposed length, 40 miles.

Capital stock, \$500,000.

Articles filed April 25, 1888.

SAN DIEGO, OLD TOWN, AND PACIFIC BEACH RAILROAD COMPANY.

Standard gauge.

Termini, San Diego to Old Town.

Proposed length, 10 miles.

Capital stock, \$250,000.

Articles filed April 26, 1888.

OROVILLE AND BECKWORTH RAILROAD COMPANY.

Standard gauge.

Termini, within Counties of Butte and Plumas.

Proposed length, 100 miles.

Capital stock, \$7,000,000.

Articles filed May 3, 1888.

OCEAN AIR LINE RAILROAD COMPANY.

Standard gauge.

Termini, Los Angeles to Santa Monica, to Port Ballona, to Redondo,
to Wilmington, to Long Beach.

Proposed length, 50 miles.

Capital stock, \$350,000.

Articles filed May 24, 1888.

YREKA RAILROAD COMPANY.

Standard gauge.

Termini, Montague to Yreka.

Proposed length, 7 miles.

Capital stock, \$100,000.

Articles filed May 28, 1888.

SALT LAKE AND LOS ANGELES RAILROAD COMPANY.

Standard gauge.

Termini, Los Angeles to Salt Lake City.

Proposed length, 250 miles.

Capital stock, \$250,000.

Articles filed June 11, 1888.

PLEASURE BEACH AND LOS ANGELES BELT RAILWAY COMPANY.

Narrow gauge.

Termini, Rancho San Pedro to northeast corner of Rancho Boca de
Santa Monica, thence to Los Angeles.

Proposed length, 60 miles.

Capital stock, \$1,500,000.

Articles filed June 12, 1888.

CHINO VALLEY RAILWAY COMPANY.

Standard gauge.

Termini, Ontario to Pacific Ocean, Los Angeles County.

Proposed length, 40 miles.

Capital stock, \$200,000.

Articles filed June 14, 1888.

STOCKTON AND LODI RAILWAY COMPANY.

Standard gauge.

Termini, Stockton to Lodi.

Proposed length, 18 miles.

Capital stock, \$250,000.

Articles filed July 14, 1888.

MARYSVILLE, SUTTER COUNTY, AND COLUSA RAILROAD COMPANY.

Standard gauge.

Termini, Marysville to Sutter, to Colusa.

Proposed length, 30 miles.

Capital stock, \$600,000.

Articles filed September 1, 1888.

NORTHERN CALIFORNIA RAILWAY COMPANY.

Standard gauge.

Termini, Knights Landing to Oroville.

Proposed length, 54 miles.

Capital stock, \$280,000.

Articles filed September 3, 1888.

STOCKTON, FRESNO, AND SOUTHERN RAILROAD COMPANY.

Standard gauge.

Termini, Stockton to Fresno.

Proposed length, 175 miles.

Capital stock, \$3,500,000.

Articles filed August 10, 1888.

LOS ANGELES AND PACIFIC RAILWAY COMPANY.

Standard gauge.

Termini, Los Angeles to Pasadena.

Proposed length, 9 miles.

Capital stock, \$1,800,000.

Articles filed August 31, 1888.

SANTA ANA AND LONG BEACH RAILROAD COMPANY.

Standard gauge.

Termini, Santa Ana to seashore.

Proposed length, 20 miles.

Capital stock, \$250,000.

Articles filed October 31, 1888.

LOS ANGELES, UTAH, AND ATLANTIC RAILROAD COMPANY.

Standard gauge.

Termini, San Pedro to eastern boundary of State.

Proposed length, 275 miles.

Capital stock, \$10,000,000.

Articles filed November 15, 1888.

CONSOLIDATIONS.

SOUTHERN PACIFIC RAILROAD COMPANY.

Formed by the consolidation of the San José and Almaden Railroad Company, Pajaro and Santa Cruz Railroad Company, Monterey Railroad Company, Monterey Extension Railroad Company, Southern Pacific Branch Railway Company, San Pablo and Tulare Railroad Company, San Ramon Valley Railroad Company, Stockton and Copperopolis Railroad Company, Stockton and Tulare Railroad Company, San Joaquin Valley and Yosemite Railroad Company, Los Angeles and San Diego Railroad Company, Los Angeles and Independence Railroad Company, Long Beach, Whittier, and Los Angeles Railroad Company, Long Beach Railroad Company, Southern Pacific Railroad Extension Company, and Ramona and San Bernardino Railroad Company.

Capital stock, \$142,990,000.

Length of road, 2,539.89 miles.

Agreement filed May 12, 1888.

NORTHERN RAILWAY COMPANY.

Formed by the consolidation of the Winters and Ukiah Railway Company, the Woodland, Capay, and Clear Lake Railroad Company, the West Side and Mendocino Railroad Company, the Vaca Valley and Clear Lake Railroad Company, the San Joaquin and Sierra Nevada Railroad Company, the Sacramento and Placerville Railroad Company, the Shingle Springs and Placerville Railroad Company, the Santa Rosa and Carquinez Railroad Company, the Amador Branch Railroad Company, and the Berkeley Branch Railroad Company.

Capital stock, \$26,175,000.

Length of road, 699.69 miles.

Agreement filed May 15, 1888.

NATIONAL CITY AND OTAY RAILWAY COMPANY.

Formed by the consolidation of the National City and Otay Railway Company and Otay Railway Company.

Capital stock, \$200,000.

Agreement filed October 12, 1888.

AMENDMENTS.

CALIFORNIA CENTRAL RAILWAY COMPANY.

Increase of capital stock, \$8,700,000 to \$10,500,000.

Filed February 4, 1888.

CORONADO RAILROAD COMPANY.

Increase of capital stock, \$24,000 to \$500,000.

Filed April 9, 1888.

SOUTHERN PACIFIC RAILROAD COMPANY.

Reduction of capital stock, \$142,990,000 to \$90,000,000.

Filed June 20, 1888.

NORTHERN RAILWAY COMPANY.

Reduction of capital stock, \$26,175,000 to \$26,000,000.

Filed June 14, 1888.

TABLE No. 2.

Financial Statement.

COMPANIES.	Length of Road, in Miles, in State.	Cost of Constructing, Including Buildings, Fences, Tools, Salaries, Etc.	Cost of Equipment.	Capital Stock Issued.	Funded Debt.	Unfunded Debt.	Gross Earnings.	Operating Expenses.	Earnings, Over Operating Expenses.
Southern Pacific Company—									
Pacific System and Northern Division	27.20	\$1,362,124 30	\$1,272,068 01	\$89,027,770 00	\$675,000 00	\$12,017,823 00	\$27,055,271 54	\$19,154,943 94	\$7,900,327 60
Amador Branch Railroad Company		237,695 88		675,000 00		20,250 00			
Berkeley Branch Railroad Company	115.44	19,167,857 06	402,397 88	100,000 00	100,000 00	28,289 32			
California Pacific Railroad Company	757.29	167,404,012 66	†	68,000,000 00	6,850,000 00	698,213 08			
Central Pacific Railroad Company	16.83	1,417,928 39	90,357 13	502,500 00	59,880,000 00	29,703,938 50			
Los Angeles and Independence Railroad Company	27.60	1,119,074 14		570,800 00	556,000 00				
Monterey Railroad Company	13.12	1,500,966 99		225,000 00		5,000 00			
Los Angeles and San Diego Railroad Company	153.63	11,953,252 36	3,256 38	6,190,500 00	4,464,000 00	133,950 00			
Pajaro and Santa Cruz Railroad Company	26.20	1,148,827 13		630,000 00	530,000 00	15,900 00			
Sacramento and Placerville Railroad Company	47.71	3,052,444 49	†	1,046,200 00	1,404,000 00	1,482,740 43			
San José and Almaden Railroad Company	7.71	199,963 30		100,000 00	100,000 00		37,749 70	13,119 22	24,630 54
San Joaquin Valley and Yosemite Railroad Co.*	21.00								
San Pablo and Tulare Railroad Company	46.52	2,029,663 53		1,861,000 00	1,023,000 00				
Southern Pacific Railroad Company	1,022.30	84,389,933 83		45,980,400 00	32,431,500 00	1,255,252 26			
Southern Pacific Branch Railroad Company	93.35	5,475,145 00	125,975 00	2,800,000 00	2,800,000 00	1,120 00			
Stockton and Copperopolis Railroad Company	49.00	739,683 64		234,500 00	500,000 00	97,540 60			
San Joaquin and Sierra Nevada Railroad Company	39.60	409,830 16	63,420 98	330,400 00	149,000 00	34,950 42			
South Pacific Coast Railroad Company	104.00	11,500,000 00		6,000,000 00	5,500,000 00				
Vaca Valley and Clear Lake Railroad Company	28.55	183,567 61	33,000 00	250,000 00		118,136 40			
Atlantic and Pacific Railroad Company									
California Central Railway Company	183.55	7,790,921 89	212,539 21	74,810,300 00	33,413,534 00				
California Southern Railroad Company	210.61	11,227,963 95	205,018 66	4,008,000 00	4,008,000 00	381,029 50			
California Southern Railroad Company	108.00			6,072,000 00	5,582,610 00	619,380 50			
Nevada County (Narrow Gauge) Railroad Company	22.64	535,112 29	74,134 89	1,630,000 00		1,630,000 00			
Northern California Railroad Company	26.50	3,150,829 01		320,000 00	260,000 00	2,843 09			
North Pacific Coast Railroad Company	81.25	2,012,233 29	204,795 54	2,590,000 00	1,240,000 00	245,731 91			
Pacific Coast Railway Company	76.10	3,315,866 32	539,497 94	1,170,000 00	1,217,940 00				
San Francisco and North Pacific Railroad Company	101.50	242,077 38	43,400 00	2,000,000 00	496,523 05	496,523 05			
Sonoma Valley Railroad Company	21.43	81,916 20	33,200 00	82,000 00		41,527 56			
Visalia Railroad Company	7.33								
Totals	3,441.70	\$340,208,886 91	\$3,303,061 62	\$331,968,570 00	\$162,909,584 00	\$50,472,939 62	\$32,273,287 46	\$22,554,840 78	\$9,718,446 68

NOTE.—Out of earnings, over operating expenses, must be deducted fixed charges, interest, taxes, etc.

*Still in hands of contractors at date of this report.

†Included in cost of road.

‡Included in cost of construction.

CAPITAL STOCK.

Reference is respectfully made to Table No. 2 for a financial statement, which is as complete as has been furnished this office by the several corporations doing business in this State.

The amount of capital stock issued is shown to be \$331,968,570. Per mile of road this capitalization is \$72,688 54.

INDEBTEDNESS.

The total indebtedness of reporting corporations, December 31, 1887, is \$213,382,523 62. Classified, the indebtedness is as follows:

Funded debt, 76.53 per cent.....	\$162,909,584 00
Unfunded debt, 23.47 per cent	50,472,939 62
Total.....	<u>\$213,382,523 62</u>

STOCK AND DEBT.

The total stock and debt is reported as follows:

Capital stock.....	\$331,968,570 00
Funded debt.....	162,909,584 00
Unfunded debt.....	50,472,939 62
Total.....	<u>\$545,351,093 62</u>

COST.

The property accounts of the several companies show a footing of \$343,511,948 53, or \$85,633 50 per mile of road. This cost includes grading and masonry, bridging, superstructure, including rails, land, land damages, fences, passenger and freight stations, engine houses, car sheds, machine shops, tools and machinery, interest, engineering, agencies, salaries, and other expenses during construction and equipment of every kind.

EARNINGS AND INCOME.

The total traffic receipts and income from other sources for the year ending December 31, 1887, amounted to \$32,273,287 46, or \$7,066 60 per mile of road operated. The total operating expenses amounted to \$22,554,840 78, or \$4,939 47 per mile of road operated. Total earnings over operating expenses were \$9,718,446 68, or \$2,128 32 per mile of road operated.

From the amount, \$9,718,446 68, the earnings over operating expenses, must be deducted all fixed charges, such as rentals, taxes, interest, etc., to obtain the net earnings.

TRAFFIC.

TABLE No. 3—*Showing Summary of Operations of Southern Pacific Company, 1886, compared with 1887.*

PACIFIC SYSTEM.	1886.	1887.	
Miles of road operated Dec. 31...	3,148.98	3,336.08	..... Increase, 187.10.
Average road for the year	3,055.52	3,262.34	..... Increase, 6.77 per cent.
Miles of road in California, December 31	1,990.30	2,151.40	..... Increase, 161.10 per cent.
Miles run by passenger trains	4,262,214	5,247,241	..... Increase, 23.11 per cent.
Miles run by freight trains	6,231,752	7,309,865	..... Increase, 17.30 per cent.
Miles run by freight and passenger trains	10,493,966	12,557,106	..... Increase, 19.66 per cent.
Passenger earnings per train mile	\$2 02	\$1 86	.....
Passenger expenses per train mile	\$1 18	\$1 18	.....
Net per train mile	\$0 84	\$0 68	..... Decrease, 19.05 per cent.
Freight earnings per train mile	\$2 27	\$2 23	.....
Freight expenses per train mile	\$1 27	\$1 33	.....
Net per train mile	\$1 00	\$0 90	..... Decrease, 10 per cent.
Number of passengers carried	9,902,639	10,984,247	..... Increase, 10.92 per cent.
Mileage of passengers	353,119,640	395,259,310	..... Increase, 11.93 per cent.
Average number of passengers in a train	82.85	75.33	..... Decrease, 9.08 per cent.
Tons of freight carried	3,969,385	4,367,078	..... Increase, 10.02 per cent.
Mileage of freight—tons	980,443,574	1,096,553,889	..... Increase, 11.84 per cent.
Average tons of freight in a train	157.33	150.01	..... Decrease, 4.65 per cent.

The volume of traffic for the companies reporting to this Commission is considerably in excess of the returns for the preceding year. Taking the returns of the Southern Pacific Company for a basis of comparison, we find an increase of number of passengers carried, of 10.92 per cent, and of mileage of passengers, or passengers carried one mile, of 11.92 per cent, and an increase of tons of freight carried, of 10.02 per cent, and mileage of freight, tons, of 11.84 per cent.

TRAIN MILEAGE.

Train movements for the year, as far as reported, are as follows:

Passenger train mileage	474,449,128
Freight train mileage	1,182,785,567
Total for trains earning revenue	1,657,234,695

As compared with movements for the previous year trains show a gain of 11 per cent.

PASSENGER BUSINESS.

TABLE NO. 4—Traffic Statement.

	Total Number of Passengers Car- ried	Average Rate of Fare per mile	Total Tons of Freight Hauled	Average Rate of Freight per ton per mile	Miles run by Passenger Trains	Miles run by Freight Trains
Southern Pacific Company	10,984,247	2.75	4,367,078	2.09	5,247,241	7,309,865
Amador Branch R.R. Co.	Operated by Southern Pacific Co.					
Berkeley Branch R.R. Co.						
California Pacific R.R. Co.						
Central Pacific R.R. Co.						
Los Angeles and Independence R.R. Co.						
Los Angeles and San Diego R. R. Co.						
Monterey R.R. Co.						
Northern Ry. Co.						
Pajaro and Santa Cruz R.R. Co.						
Sacramento and Placerville R. R. Co.						
San José and Almaden R.R. Co.						
San Joaquin Valley and Yose- mite R.R. Co.						
San Pablo and Tulare R.R. Co.						
Southern Pacific R.R. Co.						
Southern Pacific Branch Ry. Co.						
Stockton and Copperopolis R.R. Co.						
San Joaquin and Sierra Nevada R.R. Co.						
South Pacific Coast Ry. Co.	2,426,966	1.7	279,684	8.31	469,352	114,225
Vaca Valley and Clear Lake R.R. Co.		5.0		4.5	43,800	43,800
Atlantic and Pacific R.R. Co.	77,110		197,490		215,761	316,879
California Central Ry. Co.	518,874	2.75	274,727	3.53	168,343	84,045
California Southern R.R. Co.	281,411	4.34	375,086	2.20	340,557	356,360
*Carson and Colorado R.R. Co.						
Nevada County Narrow Gauge R.R. Co.	38,732	5.81	26,532	16.89	3,919	17,730
*Northern California R.R. Co.						
North Pacific Coast R.R. Co.	674,085	1.8	73,977		201,202	115,125
Pacific Coast Ry. Co.	40,430	4.14	60,430	6.0	117,165	422,655
San Francisco and North Pacific R.R. Co.	508,236	4.58	100,000		163,408	59,176
Sonoma Valley R.R. Co.	25,332	6.16	28,725		20,000	13,772
*Visalia R.R. Co.						
	15,575,423		5,783,729		6,990,748	7,853,632

* Statistics not furnished to this Commission.

The whole number of passengers carried upon the roads of the State during 1887 is reported at 15,575,423, or an increase over the previous year of about 10.92 per cent. The following table shows the number of overland passengers arriving in the State and departing from the State per the Southern Pacific Company in 1888, to be 170,959. Total west, 99,970; total east, 70,989; and a difference in favor of the west of 28,982.

TABLE No. 4 $\frac{1}{2}$.

SOUTHERN PACIFIC COMPANY (PACIFIC SYSTEM).

Statement Showing Number of Overland Passengers East and West, to and from California, from January, 1888, to November, 1888, Inclusive—Estimated.

1888.	EASTWARD.			WESTWARD.			Grand Total.
	1st Class.	2d Class.	Total.	1st Class.	2d Class.	Total.	
January	1,420	1,887	3,307	3,469	5,180	8,649	11,956
February	1,580	2,204	3,784	2,920	4,068	6,988	10,772
March	2,397	3,608	6,005	2,797	5,531	8,328	14,333
April	2,985	4,589	7,574	2,588	5,988	8,576	16,150
May	3,257	5,193	8,450	2,949	5,873	8,822	17,272
June	2,770	4,580	7,350	3,377	4,679	8,056	15,406
July	2,641	4,189	6,830	5,842	4,366	10,208	17,038
August	3,108	5,185	8,293	3,283	5,078	8,361	16,654
September	2,764	4,769	7,533	3,550	5,941	9,491	17,024
October	2,235	4,451	6,686	4,458	7,213	11,671	18,357
November	1,559	3,618	5,177	3,872	6,948	10,820	15,997
Totals	26,716	44,273	70,989	39,105	60,865	99,970	170,959

The average local passenger rate per mile, taking Southern Pacific Company figures as a basis, was 2.75 cents, and average rate per mile received from passengers to and from other roads was 1.79 cents.

Passenger earnings per train mile in 1886 were \$2 02, and in 1887 were \$1 86.

Net passenger earnings in 1886 were \$1, and in 1887 they were 90 cents.

This decrease in the net passenger earnings of the Southern Pacific Company is equal to a net reduction in passenger earnings of \$839,558 56; this is occasioned by the fact that the increase of traffic did not keep pace with the increase of train service, and also by the fact that local passenger rates were lowered.

MAXIMUM RATES.

The maximum rates of fare as fixed by the Commission and now in force are as follows:

WESTERN DIVISION.

San José Branch, Stockton and Copperopolis Railroad, and Amador Branch.

Oakland to San José, via Niles	3 cents.
Niles to Livermore	3 cents.
Livermore to Sacramento, via Lathrop and Stockton	3 $\frac{1}{2}$ cents.
Stockton to Peters, Milton, and Oakdale	4 cents.
Galt to Ione	4 cents.

NORTHERN RAILWAY.

San Pablo and Tulare Railroad, connecting at Tracy with Western Division as above.

Oakland to Martinez, via Port Costa	4 cents.
Martinez to Tracy	3 cents.

Northern Railway and California Pacific Railroad.

Oakland to Vallejo Junction	4 cents.
Vallejo Junction to Calistoga	3 cents.
Vallejo Junction to Sacramento, via Benicia	4 cents.

California Pacific Railroad and Northern Railway.

Sacramento to Davis	4 cents.
Davis to Knights Landing	3 cents.
Davis to Tehama	3 cents.

OREGON DIVISION.

Sacramento to Tehama, via Roseville Junction and Marysville ..	3 cents.
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SHASTA DIVISION.

Tehama to Redding	3 cents.
Redding to Hornbrook	4 cents.

SACRAMENTO DIVISION.

Sacramento to Auburn	3 cents.
Auburn to Truckee	5 cents.

VISALIA, YOSEMITE, AND GOSHEN DIVISIONS.

Lathrop to Sumner	3 cents.
Berenda to Raymond	10 cents.
Goshen to Huron	3 cents.

LOS ANGELES AND VENTURA DIVISIONS.

Sumner to Sagus	4 cents.
Sagus to Los Angeles	3 cents.
Sagus to Santa Barbara	3 cents.

LOS ANGELES AND INDEPENDENCE RAILROAD AND WILMINGTON AND SAN DIEGO DIVISIONS.

Los Angeles to Santa Monica	3 cents.
Los Angeles to San Pedro	3 cents.
Los Angeles to Santa Ana	3 cents.

YUMA DIVISION.

Los Angeles to Banning	3 cents.
Banning to Yuma	5 cents.

NORTHERN DIVISION OF THE SOUTHERN PACIFIC COMPANY.

San Francisco to San José, Tres Pinos, Santa Cruz, Monterey, and Templeton	3 cents.
Aptos and Loma Prieta	5 cents.

Comparative statement showing local passenger rates in effect on lines of Southern Pacific Company, with similar rates east and west of Chicago, Illinois, as follows:

Rates from San Francisco to certain principal points, and the average rate per mile.

To Santa Rosa	\$2 25	75 miles	3.00 cents per mile.
To Lathrop, via Livermore	2 50	83 miles	3.01 cents per mile.
To Lathrop, via Antioch	2 50	94 miles	2.66 cents per mile.
To Stockton, via Livermore	2 50	92 miles	2.72 cents per mile.
To Stockton, via Antioch	2 50	103 miles	2.43 cents per mile.
To Sacramento, via Benicia	3 30	90 miles	3.67 cents per mile.
To Sacramento, via Antioch	3 30	151 miles	2.18 cents per mile.
To Auburn, via Antioch	4 10	187 miles	2.19 cents per mile.
To Auburn, via Benicia	4 10	126 miles	3.25 cents per mile.
To Marysville, via Benicia	4 60	142 miles	3.24 cents per mile.
To Marysville, via Antioch	4 60	204 miles	2.24 cents per mile.
To Tehama, via Davis	6 10	187 miles	3.26 cents per mile.
To Tehama, via Marysville	6 10	274 miles	2.23 cents per mile.
To Redding, via Davis	7 50	234 miles	3.21 cents per mile.
To Redding, via Marysville	7 50	321 miles	2.34 cents per mile.
To Colfax, via Benicia	5 05	144 miles	3.51 cents per mile.
To Colfax, via Antioch	5 05	205 miles	2.46 cents per mile.
To Truckee, via Benicia	8 30	209 miles	3.97 cents per mile.
To Truckee, via Antioch	8 30	271 miles	3.06 cents per mile.
To Merced	4 25	152 miles	2.80 cents per mile.
To Fresno	5 90	207 miles	2.85 cents per mile.
To Sumner	9 10	314 miles	2.90 cents per mile.
To Los Angeles	15 00	482 miles	3.11 cents per mile.
To Santa Barbara	15 00	532 miles	2.82 cents per mile.
To Sacramento, via Benicia	2 50	First class (limited)	2.78 cents per mile.
To Santa Rosa	1 75	First class (limited)	2.33 cents per mile.
To Auburn	3 60	First class (limited)	2.85 cents per mile.
To Tehama	5 65	First class (limited)	2.06 cents per mile.
To Lathrop, via Antioch	1 50	Second class	1.60 cents per mile.
To Stockton	1 50	Second class	1.46 cents per mile.
To Sacramento, via Benicia	1 50	Second class	1.67 cents per mile.
To Los Angeles	12 00	Emigrant	2.49 cents per mile.
To Santa Barbara	12 00	Emigrant	2.25 cents per mile.

From Los Angeles.

To Tustin	\$1 05	40 miles	2.62 cents per mile.
To Whittier	40	21 miles	1.90 cents per mile.
To Santa Monica	50	18 miles	2.72 cents per mile.
To Long Beach	50	24 miles	2.08 cents per mile.

From Chicago.

Niles, Michigan	\$2 80	94 miles	2.98 cents per mile.
Jackson, Michigan	5 90	210 miles	2.81 cents per mile.
Detroit, Michigan	8 00	286 miles	2.80 cents per mile.
Toledo, Ohio	7 00	244 miles	2.87 cents per mile.
Cleveland, Ohio	10 00	356 miles	2.84 cents per mile.
Buffalo, New York	14 00	540 miles	2.59 cents per mile.
Plymouth, Indiana	2 55	84 miles	3.04 cents per mile.
Fort Wayne, Indiana	4 45	148 miles	3.01 cents per mile.
Crestline, Ohio	8 40	279 miles	3.01 cents per mile.
Pittsburg, Pennsylvania	14 00	468 miles	2.99 cents per mile.
Dixon, Illinois	2 95	98 miles	3.01 cents per mile.
Cedar Rapids, Iowa	6 75	219 miles	3.08 cents per mile.
Council Bluffs	12 50	489 miles	2.56 cents per mile.
La Salle, Illinois	2 90	99 miles	2.93 cents per mile.
Des Moines, Iowa	10 15	358 miles	2.83 cents per mile.
Milwaukee, Wisconsin	2 55	86 miles	3.00 cents per mile.
Galesburg, Illinois	4 90	163 miles	3.00 cents per mile.
Quincy, Illinois	6 75	263 miles	2.57 cents per mile.
Bloomington, Illinois	3 75	126 miles	3.00 cents per mile.
Jacksonville, Illinois	5 35	215 miles	2.49 cents per mile.
Wheeling, West Virginia	13 60	460 miles	2.96 cents per mile.
Logansport, Indiana	3 50	117 miles	3.00 cents per mile.
Indianapolis, Indiana	5 50	194 miles	2.84 cents per mile.
Cincinnati, Ohio	8 80	294 miles	3.00 cents per mile.
Dubuque, Iowa	5 40	167 miles	3.23 cents per mile.
Rock Island, Illinois	5 15	181 miles	2.85 cents per mile.
Grinnell, Iowa	8 60	303 miles	2.84 cents per mile.
Lima, Ohio	6 25	261 miles	2.39 cents per mile.
Rochelle, Illinois	2 25	75 miles	3.00 cents per mile.
Tama, Iowa	8 10	270 miles	3.00 cents per mile.

FREIGHTS.

The aggregate tons of freight moved during 1887 was 5,783,729, or an increase over 1886 of about 10 per cent.

The average local freight rate per ton per mile was in 1887, 2.09 cents.

The average rate per ton per mile on freight to and from other roads was .87 cents. Freight earnings in 1886 were \$2 27 per train mile, and in 1887 freight earnings were \$2 23.

Net freight earnings per train mile in 1886 were \$1, and in 1887 were 90 cents, or a decrease in net earnings of 10 per cent. This decrease in freight earnings of the Southern Pacific Company is equal to a reduction of \$730,-985 50 in freight earnings. This reduction in freight earnings arises from the fact that the freight traffic did not keep pace with the general train service, and also from the fact that local freight rates were reduced.

THROUGH FREIGHT.

By inspection of Tables Nos. 5 and 6, the total number of pounds of through freight east and westbound for the year 1888 may be found. The total tonnage westbound amounted to 645,087,180 pounds. This does not include report from Southern Pacific Company for months of October, November, and December. The total tonnage eastbound amounted to 438,065,050 pounds. This does not include report of Southern Pacific Company for months of October, November, and December. The difference is in favor of westbound freight, and amounts to 207,022,130 pounds, or 32+ per cent.

TABLE No. 5.

SOUTHERN PACIFIC COMPANY (PACIFIC SYSTEM).

Tonnage of Through Freight, East and Westbound, for the Nine Months Ending September 30, 1888 (in pounds).

WESTBOUND, TO—									
	San Francisco.	Los Angeles.	Oakland.	San José.	Stockton.	Marysville.	Sacramento.	Total.	
January	42,236,195	26,700,670	1,230,855	1,233,610	763,888	456,060	6,436,500	79,087,770	
February	31,002,020	16,501,570	1,178,290	1,209,050	962,250	351,410	4,173,890	55,378,480	
March	36,046,290	15,625,005	816,620	1,138,000	1,036,050	723,065	4,917,050	60,302,080	
April	40,006,820	12,065,565	1,245,680	1,573,265	1,393,060	982,320	5,715,970	62,982,080	
May	40,129,845	7,546,645	1,487,760	1,671,435	943,365	1,003,530	6,180,800	58,963,380	
June	37,352,850	7,992,515	1,452,820	1,948,130	957,585	500,650	5,172,200	55,376,750	
July	41,832,735	5,238,320	1,870,530	1,345,060	953,675	345,160	6,277,830	57,863,310	
August	40,098,810	6,774,030	1,359,945	1,425,970	1,350,155	685,675	5,416,315	57,010,900	
September	34,601,475	4,659,645	2,049,915	1,801,340	784,560	720,710	3,888,185	48,505,830	
Totals	343,337,040	103,103,965	12,692,415	13,345,860	9,144,580	5,668,580	48,178,740	535,471,180	
NOTE.—Freight westbound to Colton is not kept separately, but is included for that of Los Angeles.									
EASTBOUND, FROM—									
	San Francisco.	Los Angeles.	Oakland.	San José.	Stockton.	Marysville.	Sacramento.	Colton.	Total.
January	17,778,190	1,669,870	6,350,720	5,466,715	739,505	390,880	1,475,775	496,710	34,368,365
February	21,188,120	4,162,460	5,681,570	5,138,205	269,180	1,073,810	1,419,955	1,061,670	39,994,970
March	31,530,325	5,946,770	2,017,095	4,336,580	133,820	552,560	3,594,285	2,020,320	50,131,755
April	22,006,530	4,351,725	555,915	688,180	108,095	129,980	2,003,675	1,444,450	31,268,550
May	24,298,370	1,869,460	287,040	413,600	565,455	261,290	3,393,165	303,050	31,367,430
June	34,596,850	3,039,260	449,345	411,720	79,780	405,140	10,728,130	228,870	49,939,095
July	28,528,215	1,680,720	285,825	1,962,030	193,355	377,715	16,626,615	170,190	49,824,665
August	39,323,285	1,597,730	286,610	4,909,450	182,065	822,795	16,824,185	447,980	64,454,100
September	28,095,130	3,121,955	385,425	8,592,230	287,855	1,947,575	11,443,210	794,740	54,608,120
Totals	247,745,015	27,439,950	16,279,545	31,978,710	2,559,110	5,961,745	67,508,995	6,973,980	406,047,050

TABLE No. 6.
CALIFORNIA SOUTHERN RAILROAD COMPANY AND CALIFORNIA CENTRAL RAILWAY COMPANY.
Tonnage of Through Freight, East and Westbound (in pounds), for the Year Ending December 31, 1888.

WESTBOUND.	National City.	San Diego.	Colton.	San Bernardino.	Los Angeles.	Santa Ana.	Riverside.	Total.
January	-----	4,930,000	30,000	644,000	3,594,000	60,000	150,000	9,408,000
February	682,000	6,764,000	212,000	1,196,000	7,626,000	96,000	578,000	17,154,000
March	688,000	3,286,000	42,000	440,000	5,706,000	202,000	504,000	10,808,000
April	444,000	2,486,000	90,000	588,000	6,354,000	220,000	108,000	10,350,000
May	282,000	3,050,000	468,000	770,000	6,556,000	178,000	204,000	11,504,000
June	188,000	1,752,000	512,000	642,000	4,622,000	158,000	96,000	7,970,000
July	140,000	2,078,000	240,000	576,000	4,420,000	116,000	82,000	7,452,000
August	156,000	1,384,000	308,000	594,000	3,460,000	138,000	158,000	6,198,000
September	40,000	654,000	222,000	562,000	4,092,000	46,000	96,000	5,712,000
October	58,000	1,146,000	280,000	626,000	3,952,000	134,000	182,000	6,378,000
November	32,000	1,490,000	274,000	582,000	4,622,000	240,000	248,000	7,488,000
December	246,000	2,638,000	244,000	656,000	4,982,000	144,000	224,000	9,134,000
Totals	2,956,000	31,658,000	2,920,000	7,876,000	59,786,000	1,730,000	2,690,000	109,616,000
EASTBOUND.	National City.	San Diego.	Colton.	San Bernardino.	Los Angeles.	Santa Ana.	Riverside.	Total.
January	-----	100,000	26,000	96,000	48,000	2,000	92,000	364,000
February	2,000	84,000	80,000	342,000	528,000	170,000	1,290,000	2,496,000
March	-----	94,000	28,000	576,000	496,000	362,000	1,312,000	2,868,000
April	2,000	76,000	44,000	1,286,000	1,424,000	548,000	1,262,000	4,652,000
May	50,000	136,000	24,000	558,000	920,000	740,000	750,000	3,148,000
June	4,000	80,000	24,000	340,000	438,000	102,000	1,244,000	2,466,000
July	22,000	362,000	64,000	276,000	234,000	2,000	466,000	1,426,000
August	2,000	134,000	112,000	646,000	708,000	110,000	166,000	1,878,000
September	2,000	154,000	138,000	568,000	910,000	162,000	142,000	2,076,000
October	312,000	596,000	152,000	884,000	516,000	210,000	2,318,000	4,988,000
November	172,000	352,000	484,000	740,000	598,000	150,000	1,714,000	4,210,000
December	54,000	198,000	106,000	572,000	620,000	230,000	888,000	2,668,000
Totals	622,000	2,366,000	1,282,000	6,864,000	7,440,000	2,788,000	10,656,000	32,018,000

EQUIPMENT.

The rolling stock in use by reporting companies for the year 1887 was generally sufficient to meet traffic requirements, and in good repair.

The following table, No. 7, furnishes a list of equipment and number of employes, as furnished to this Commission, for the year 1887:

TABLE No. 7.

Statement of Equipment and Number of Employes.

	Number of Em- ployes -----	Number of Lo- comotives op- erated -----	Number of Pas- senger Cars operated -----	Number Freight Cars operated (Box) -----	Number Freight Cars operated (Platform) -----	Number Work Cars, etc., op- erated -----
Southern Pacific Company -----	12,845	488	623	6,957	3,418	89
Amador Branch R.R. Co.	} Operated by Southern Pacific Co.					
Berkeley Branch R.R. Co.						
California Pacific R.R. Co.						
Central Pacific R.R. Co.						
Los Angeles and Independ- ence R.R. Co.						
Los Angeles and San Diego R.R. Co.						
Monterey R.R. Co.						
Northern Ry. Co.						
Pajaro and Santa Cruz R.R. Co.						
Sacramento and Placerville R.R. Co.						
San José and Almaden R.R. Co.						
San Joaquin Valley and Yo- semite R.R. Co.						
San Pablo and Tulare R.R. Co.						
Southern Pacific R.R. Co.						
Southern Pacific Branch Ry. Co.						
Stockton and Copperopolis R. R. Co.						
San Joaquin and Sierra Ne- vada R.R. Co.						
South Pacific Coast R.R. Co.	496	21	74	118	310	6
Vaca Valley and Clear Lake R.R. Co.	30	1	1	5	10	8
Atlantic and Pacific R.R. Co.	776	46	9	299	403	236
California Central Ry. Co.	1,200	14	9	10	43	31
California Southern R.R. Co.	770	7	7	31	47	27
*Carson and Colorado R.R. Co.	125					
Nevada County Narrow Gauge R.R. Co.	54	3	2	20	25	4
Northern California R.R. Co.	34	2	2	6	13	3
North Pacific Coast R.R. Co.	250	10	25	30	254	25
Pacific Coast Ry. Co.	125	5	5	18	167	14
San Francisco and North Pa- cific R.R. Co.	328	13	26	69	189	45
Sonoma Valley R.R. Co.	32	3	6	4	30	None.
Visalia R.R. Co.	20	3	1	6	4	None.
Totals -----	17,085	616	790	7,573	4,913	488

* Statistics not furnished to this Board.

The foregoing table shows one locomotive to a fraction over each five miles of track operated, and one passenger car to a fraction over each four miles of track operated, and two and one half freight cars to each mile of track operated.

EMPLOYÉS.

The total number of employés reported for the entire lines operated in 1887 was seventeen thousand and eighty-five. The number in each class cannot be given, from the fact that the list of employés is not classified in the returns made by the railroad companies.

WAGES.

An exhibit is made in Tables Nos. 8 and 9 of the wages paid during the year 1887 to the various classes of employés by the Southern Pacific Company, Northern Division, and a comparison of wages paid on our roads with wages paid on roads out of Chicago; the month of October is taken as the basis of comparison.

TABLE No. 8.

Comparison of Amounts Paid for Some Classes of Labor by Northern Division, with Amounts Computed at Chicago & Northwestern Rates, for the Same Classes of Labor for an Equal Length of Time. Basis: the month of October, 1887.

CLASS.	Nor. Div. Rates.	C. & N. W. Rates.	Total Amount Paid by Nor. Div.	For Same Period, Com- puted at C. & N. W. Rates.
	Per month.	Average.		
Passenger conductors	\$110 00	\$90 00	\$1,296 29	\$1,060 20
Freight conductors	\$100 00	Per 2,600 M. \$70 00	1,027 74	644 00
Brakemen	\$65 00	Per 2,600 M. \$47 50	2,973 46	1,211 20
Engineers	Day. \$3 50@4 50	Per 100 M. \$3 70	4,064 74	3,348 50
Firemen	Day. \$2 00@2 50	Per 2,600 M. \$55 00	2,204 14	1,925 00
Section foremen	Month. \$65 00	\$47 50	2,990 00	2,185 00
Section laborers	Day. \$1 75	\$1 25	10,909 00	7,792 00
Road carpenters	Hour. 25@30c.	Per hour. 25c.	2,260 41	2,035 75
Freight house laborers	Day. \$2 00	Per day. \$1 50	2,176 00	1,632 00
Wood, per cord	\$4 75	\$2 56	\$29,901 78	\$21,833 65
Coal, per ton	\$6 00	\$1 77	750 50	404 48
			11,463 00	3,381 59
			\$42,115 28	\$25,619 72
			25,619 72	
Excess of N. Div. over C. & N. W. rates			\$16,495 56	

Had wages on the California line been the same as on the C. & N. W., on only the classes of labor given above, and had the price of fuel been the same, it would have reduced operating expenses \$16,495 56 on the Northern Division.

TABLE No. 9.

Comparison of Amounts Paid for Some Classes of Labor by Northern Division, with Amounts Computed at Detroit, Lansing & Northern Rates for the Same Classes of Labor, for an Equal Length of Time. Basis: the month of October, 1887.

CLASS.	N. Division Rates.	D., L. & N. Rates.	Total Amount Paid by Northern Division.	For Same Period, Computed at D., L. & N. Rates.
Passenger conductors.....	\$110 00	\$83 33 Average.	\$1,296 29	\$938 51
Freight conductors.....	100 00	\$67 50	1,027 74	691 88
Baggagemen.....	75 00	45 00 Average.	624 20	375 00
Brakemen.....	65 00	\$45 00	2,973 46	2,043 87
Engineers.....	Per day. \$3 50@4 50	Av. 3½ cents per mile, act'l mil'ge.	4,064 74	2,941 41
Section foremen.....	\$65 00 Per day.	\$42 50 Per day, av.	2,999 00	1,945 00
Section laborers.....	\$1 75 Per hour.	\$1 12½ Per hour.	10,909 00	7,013 25
Road carpenters.....	\$0 25@0 30 Per day.	\$0 25 Per day.	2,260 41	2,035 75
Freight-house laborers.....	\$2 00	\$1 50	2,176 00	1,632 00
		Average.	\$28,321 84	\$19,616 67
Wood, per cord.....	\$4 75	\$2 12½	750 50	335 75
Coal, per ton.....	6 00	2 45	11,463 00	4,680 72
			\$40,535 34	
			24,633 14	\$24,633 14
Excess of N. D'v. over D., L. & N. rates.....			\$15,902 20	

Had wages on the California line been the same as on the Detroit, Lansing & Northern on only the classes of labor given above, and had the price of fuel been the same, it would have reduced operating expense \$15,902 20 on Northern Division.

ACCIDENTS.

Attention is called to Table No. 10 for a detailed statement of accidents upon roads reporting to this Commission. The total number resulting fatally was one hundred and twenty-three; the total number injured only was five hundred and sixty-nine, making a total number of casualties of six hundred and ninety-two.

TABLE No. 10.

Casualties and Causes of Same, 1887.

CAUSES.	Killed, 1887.	Injured, 1887.
Collisions	11	60
Coupling cars		163
Derailments	2	23
Falling from train	26	88
Frogs		8
Getting on and off train	16	120
At crossings	3	8
Miscellaneous causes		49
Trespassers on tracks	65	33
Overhead obstructions		17
Totals	123	569

CONCLUSION.

In presenting this report we have departed from the usual custom by inserting statistical tables, not found in previous reports.

This has been done for the purpose of summarizing what we believe to be interesting and useful information on the important subject of railroad transportation.

During the year which has just closed, this Board has investigated numerous complaints against the railroad companies of California, many of which were of a trivial nature.

We believe that the settlement of all controversies were in accordance with the public interests, and nearly all were to the satisfaction of the complaining parties.

In almost all cases we have found the transportation companies willing to correct the matters complained of, as soon as they were presented to them; and in all, with but two exceptions, they have done so without the necessity of any formal order on the part of this Board.

A better understanding and feeling now exists between the railroad companies and their customers than has ever before existed in this State; and we will continue to use our best efforts to foster and promote this understanding and feeling. The most potent of all factors, in settling the difficult question of fares and freights, is railroad competition.

Additional competitive lines across the continent will soon enter this State, and this will promote the building of local lines, in addition to those being now projected and so energetically pushed to completion.

We congratulate your Excellency, and the people of California, upon the bright prospects for the future in the facilities for railroad transportation.

Respectfully,

P. J. WHITE,
President of the Board.
A. ABBOTT,
JAMES W. REA.

VARNEY W. GASKILL, Secretary.

PART II.



REPORT

OF THE PROCEEDINGS OF THE BOARD OF RAILROAD COMMISSIONERS
FOR THE YEAR 1888.

OFFICE STATE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, January 11, 1888. }

ELECTION OF OFFICERS.

The Board met in regular session, all Commissioners being present, and elected the following officers: President, P. J. White, Second District; Secretary, Varney W. Gaskill, Oakland; Bailiff, W. P. Eldred, Sacramento.

TEN PER CENT REDUCTION CASE.

On January 16, 1888, a regular meeting of the Board was held, it being the day until which the Order No. 5, enforcing the proposed reduced schedule of rates on the Northern Division, Southern Pacific Railroad Company, was suspended.

Order No. 5, above referred to, was as follows:

OFFICE BOARD RAILROAD COMMISSIONERS, }
SAN FRANCISCO, November 22, 1887. }

It is ordered that a reduction of 10 per cent be made in the freight tariff of the Southern Pacific Railroad (Northern Division), main line, to and from San Francisco and intermediate points, at the following stations, viz.: Tennant, Gilroy, Millers, Sargents, and Pajaro; and that an additional rate of one and one half cents per hundred pounds be added to the Pajaro rate for Watsonville freight; provided, said one and one half cents is a reduction of the rate now charged to Watsonville by the said Southern Pacific Railroad (Northern Division); and it is also ordered, that in no instance after said 10 per cent reduction, shall the reduced rate for the long haul be less than that charged for the shorter haul; but that the reduced long haul rate shall be the maximum charge for the shorter haul, and the Secretary is directed to prepare a schedule to be submitted to this Commission for approval.

P. J. WHITE,
President Board Railroad Commissioners.
JAMES W. REA.
A. ABBOTT.

The following telegram was received from Creed Haymond, attorney for Southern Pacific Railroad (Northern Division):

WASHINGTON, D. C.

State Board of Railroad Commissioners, San Francisco, Cal.:

Am detained here. Can you postpone for twenty days.
[Signed:]

CREED HAYMOND.

On motion, the case was postponed until Monday, February sixth, at 11 o'clock A. M.

A regular meeting of the Board was held on Monday, February sixth, and the Northern Division case was taken up. Comparative tables of freight rates and classifications of the Wabash Railway Company, and Southern Pacific Railroad Company (Northern Division), were examined,

and it was shown that rates on the Northern Division were about 10 per cent higher than those of the Wabash Railway Company. These comparative tables show also the classifications of each road, and are as follows:

COMPARATIVE TABLE SHOWING RATES ON (NORTHERN DIVISION) SOUTHERN PACIFIC COMPANY, AND RATES ON WABASH WESTERN RAILWAY COMPANY, STATE OF MISSOURI, TO FIVE DIFFERENT STATIONS OUT OF SAN FRANCISCO AND ST. LOUIS, RESPECTIVELY.

Southern Pacific Company (Northern Division).

SAN FRANCISCO TO—	Population	Distance	IN CENTS PER CWT.					Live Stock in Com- mon Cars	Grain, in Cents per Cwt. in C. L.	Lumber, C. L., per Cwt.
			1 Class	2 Class	3 Class	4 Class	5 Class			
Tennant	3,000	71.05	\$0 20	\$0 18	\$0 16	\$0 15	\$0 12	\$20	\$0 14	\$0 15
Gilroy		80.09	20	18	17	15	12	20	15	15
Millers	100	21	19	18	16	13	21	15	16	16
Sargents		86.00	25	23	19	16	14	25	15	16
Pajaro	70	99.00	25	23	21	17	15	25	15	17

Wabash Railway Company.

ST. LOUIS TO—	Population	Distance	IN CENTS PER CWT.					Live Stock in Comb. Cars	Grain, in Cents per Cwt.
			1 Class	2 Class	3 Class	4 Class	5 Class		
Jonesburg, Missouri	440	70	\$0 40	\$0 31	\$0 20	\$0 18	\$0 11	\$20	\$0 09
New Florence, Missouri	375	79	40	33	20	18	11	22	10
Montgomery, Missouri	2,250	84	40	34	20	18	11	22	10
Benton City, Missouri	400	103	40	35	20	18	11	26	10½
Mexico, Missouri	4,760	110	40	35	20	18	11	26	10½

ST. LOUIS TO—	Population	Distance	Lumber in C. L., per Cwt.	IN CENTS PER CWT.				
				A Class	B Class	C Class	D Class	E Class
Jonesburg, Missouri	440	70	\$0 10	\$0 14	\$0 12	\$0 10	\$0 09	\$0 07
New Florence, Missouri	375	79	11	15	13	11	10	08
Montgomery, Missouri	2,250	84	11	15	14	11	10	08
Benton City, Missouri	400	103	13	16	15	13	10½	08½
Mexico, Missouri	4,760	110	13	16	15	13	10½	08½

Table Showing Classification Applying to Southern Pacific Company (Northern Division).

ARTICLES.	Sugar, L. C. L.	Cured Meats, Boxed, Barrels	Meats in Sacks, Cured	Groceries, N. O. S.	Hardware, N. O. S.	Grain, L. C. L.	Grain, C. L., 20,000 Min.	Sugar, C. L.	Green Fruit, C. L.	Canned Fruits, C. L.	Agricultural Imp., C. L.	Live Stock, 1 Head, 2,000	Furniture, Beds, Bedding, 20,000 C. L.	Banded Wire, C. L.	Brick, C. L.	Paints, L. C. L.
Class -----	1	1	D1	1	1	1	15c per cwt.	2	1	3	2	D1	3	3	3	1

Table Showing Western Classification, Applying to "Wabash."

Class -----	4	4	2	1	2	4	10c per cwt.	5	15% less 3d.	5	A	1	B	5	E	4
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Comparative Rates, Governed by California Classification for Southern Pacific Company (Northern Division), and Western Classification for Wabash Company. In Cents per 100 Pounds.

Tennant, Cal.	20	20	40	20	20	20	15	18	20	16	18	40	16	16	16	20
Jonesburg, Mo.	18	18	31	40	31	18	10	11	17	11	14	40	12	11	7	18

At a meeting of the Board, on February 27, 1888, the Northern Division case was again taken up. Giel & Morehouse appeared on behalf of the company, and A. C. Bassett, Superintendent, and E. J. Martin, Assistant General Freight Agent, were sworn and examined, and the following communication and comparative statement of rates were presented for the consideration of the Board:

COMMUNICATION FROM A. C. BASSETT.

OFFICE OF THE SUPERINTENDENT OF THE NORTHERN DIVISION,
SOUTHERN PACIFIC COMPANY,
SAN FRANCISCO, February 16, 1888.

To the honorable the Board of Railroad Commissioners of the State of California:

GENTLEMEN: Owing to the fact that Hon. Creed Haymond, counsel for the Southern Pacific Company, is now in Washington City, D. C., and being unavoidably detained there, cannot, therefore, attend before your honorable Commission to represent the interests of the Northern Division of the Southern Pacific Company, as stated in his letter of December thirteenth last, to your honorable body, I beg leave to place before you the following reasons, together with statistics hereto attached, why your order of November 22, 1887, and the schedule of reduced freight rates served upon the said railroad company, in pursuance of the aforesaid order, should not be carried out by your honorable body.

Owing to facts over which we have no control, the operating expenses of this company are much greater than the eastern lines with which comparison of rates will be made. Take, for instance, the cost of fuel, as compared with the cost of the same on the Chicago and Northwestern Railway, running through the populous State of Illinois. During the year 1887 the consumption of coal on the Northern Division was twenty thousand seven hundred and fourteen tons, costing \$6 per ton. A better class of coal is readily obtained by the Chicago and Northwestern Railway at \$1 77 per ton. Wood costs this company \$4 75 per cord. The Chicago and Northwestern Railway pays \$2 56 per cord. Then in the one item of fuel the excess cost to this company, for the year 1887, is the sum of \$101,129 16.

Again, in the item of labor, the rate of wages paid to railway employes, in California, is 36 per cent higher than is paid in Illinois. To obtain good service the Northern Division paid, for wages alone, in 1887, an excess of \$201,503 40 over wages paid in Illinois for the same kind of labor. And in cost of fuel and wages, an excess of \$302,632 56.

You may ask, why not reduce these expenses? We answer that the item of fuel cannot be reduced, but is likely to be increased greatly, owing to the rapid growth and prosperity of the State, whilst the cost per ton of coal, as is well known, is, at the present time, much greater than the figures here given. It has ever been the policy of the managers of this company to maintain a good service to the public, and experience teaches that well paid labor insures competent and contented employes, thus avoiding all conflict between employer and employed. The great number of men employed by this company naturally fixes the price of mechanical labor in California, and it certainly is not to the best

interest of labor in this State that wages should be reduced; and you cannot, therefore, wish that this company should be compelled to cut its expenses by cutting the price of labor, which would be the inevitable result of the enforcement of your order.

The Pennsylvania Railroad Company obtains its coal at \$2 per ton. The Baltimore and Ohio Railway Company, using the best bituminous coal in the world, pays less than \$1. The Union Pacific Railway Company, using coal in Kansas, pays \$2 30 per ton, and furnishes the public with coal at \$2 85.

Notwithstanding our greater expense over eastern lines, we yet are carrying freight on a basis of rates below that of the lines shown in the accompanying exhibits—this, too, notwithstanding the fact that our road passes through a sparsely populated country, while the roads with which we have compared pass through a crowded population, and carry, therefore, a much larger passenger and freight traffic than we do. It must not be forgotten that these eastern lines have a through traffic while we do not, and roads which are hauling loaded cars both ways can well afford to carry freight at a much less rate than we can. To illustrate: Suppose we wish to haul the wheat product of Watsonville or the Salinas Valley, we are compelled to send a train of empty cars to Watsonville and the Salinas Valley for that purpose, thus having the expense of running the trains both ways, while we only have paying freight one way; while the eastern roads would send their cars loaded with freight to such points as Watsonville and the Salinas Valley and return loaded with grain, thus carrying paying freight both ways. We cannot control this condition of things, for outside of San José our trains pass through no town of any size nor through any largely populated district of country demanding a large freight traffic from San Francisco. It will be thus seen that the expense of operating on the Northern Division of the Southern Pacific is, and until population increases must remain, greater than on the eastern roads. And yet our rates for freight are below many of the important lines in the Eastern States, as shown herewith, and lower than on any other local line in California. Is it just and right then that you should cut our rates 10 per cent when we are to so great an expense, and are carrying freights on the basis of only a just and reasonable compensation for the service rendered, especially when we are already carrying at the minimum price, and below the other California roads, and below eastern roads having a much larger freight and passenger traffic?

Again, while it is only intended by your order to affect certain points on our roads, yet you must see that such a reduction, while unjust, will subject us to complaints of discrimination, extortion, and favoritism. For why should we carry freight to and from Watsonville, or to and from Gilroy, or to and from Sargents, or to and from Tennants or Millers, at a rate 10 per cent less than to and from Castroville, or Monterey, or Salinas, or Hollister?

Does not the Constitution of California prohibit discrimination? And is this not discrimination? But it may be said, "Why not reduce your rates to these other places also, and thus avoid the unpleasant consequences of our order?" Our answer is, that we have of our own motion, as the records of your office will show, reduced rates along our lines, every time that the increase in our carrying trade warranted us in doing so, and that we are now carrying at as low a rate as we can afford and maintain a good service to the public.

The rate of freight traffic should be based upon a reasonable compensation for the service rendered, and I know that, taking the cost of operating, our rates are reasonable and just.

You are perfectly aware that the great immigration now coming to California demands the extension of our roads and further improvements, so that we may be able to aid in the development of the resources of the State; and if our rates, which are now just and reasonable, are to be cut to a lower figure, we shall be injured to such an extent that we must abandon many of these contemplated improvements.

Whatever builds up a State builds up the railroad, and whatever helps to build up the railroads helps the State. If you injure the one you injure the other, and if you cut rates to so low a point that our road must suffer, you are injuring the very people you intend to benefit, and destroy the very industries you intend to cherish; for it cannot be expected that business men, having their money invested in railroad enterprises, can afford to carry on a business when that business ceases to be remunerative.

I, therefore, respectfully submit: that there is no exigency or urgent demand that calls for any such reduction as is proposed by your order and schedule; and while it is not the business of railroads to reduce the rate on freights to foster any one locality, or encourage any one industry at the expense of another, yet, if such were the case, I know of no such need at any of the places mentioned in your order and schedule, and sincerely hope that you will countermand your order, and leave the rates as they now are, because such reduction will be unjust discrimination, contrary to law, wrong in fact, injurious to this company, below a just compensation for the service rendered, and the source of ill-feeling and dissatisfaction to many of the patrons of this road.

Very respectfully,

A. C. BASSETT,
Superintendent Northern Division, Southern Pacific Company.

SOUTHERN PACIFIC COMPANY—NORTHERN DIVISION.

Comparative Statement of Rates on Groceries.

ROAD.	Between.	Distance.	Rate per 100 Pounds.
Southern Pacific	San Francisco and Gilroy	80	\$0 20
California Southern	Los Angeles and Cajon	81	50
S. F. and N. P., California	San Francisco and Asti	81	31
North Pacific Coast, Cal.	San Francisco and Duncan's Mills	79	32
Atchison, T., and S. F.	Kansas City and Wakarusa	79	34
Milwaukee, L. S., and W.	Milwaukee and Manitowoc	78	22
Chicago and N. W.	Chicago and Flag	79	35
Southern Pacific	San Francisco and Pajaro	99	25
California Southern	Los Angeles and Murrietta	100	50
S. F. and N. P., California	San Francisco and Cloverdale	85	32
North Pacific Coast, Cal.	San Francisco and Ingrams	87	34
Atchison, T., and S. F.	Kansas City and Osage City	101	42
Milwaukee, L. S., and W.	Milwaukee and Brillion	100	33
Chicago and N. W.	Chicago and Dixon	98	35

On Dry Goods, Boxed.

ROAD.	Between.	Distance.	Rate per 100 Pounds.
Southern Pacific	San Francisco and Gilroy	80	\$0 20
California Southern	Los Angeles and Cajon	81	50
S. F. and N. P., California	San Francisco and Asti	81	46
North Pacific Coast, Cal.	San Francisco and Duncan's Mills	79	40
Atchison, T., and S. F.	Kansas City and Wakarusa	79	34
Milwaukee, L. S., and W.	Milwaukee and Manitowoc	78	22
Chicago and N. W.	Chicago and Flag	79	35
Southern Pacific	San Francisco and Pajaro	99	25
California Southern	Los Angeles and Murrietta	100	50
S. F. and N. P., California	San Francisco and Cloverdale	85	48
North Pacific Coast, Cal.	San Francisco and Ingrams	87	42
Atchison, T., and S. F.	Kansas City and Osage City	101	42
Milwaukee, L. S., and W.	Milwaukee and Brillion	100	33
Chicago and N. W.	Chicago and Dixon	98	35

On Hardware.

ROAD.	Between.	Distance.	Rate per 100 Pounds.
Southern Pacific	San Francisco and Gilroy	80	\$0 20
California Southern	Los Angeles and Cajon	81	46
S. F. and N. P., Cal.	San Francisco and Asti	81	31
North Pacific Coast, Cal.	San Francisco and Duncan's Mills	79	32
Atchison, T., and S. F.	Kansas City and Wakarusa	79	29
Milwaukee, L. S., and W.	Milwaukee and Manitowoc	78	18
Chicago and N. W.	Chicago and Flag	79	27½
Southern Pacific	San Francisco and Pajaro	99	25
California Southern	Los Angeles and Murrietta	100	42
S. F. and N. P., Cal.	San Francisco and Cloverdale	85	32
North Pacific Coast, Cal.	San Francisco and Ingrams	87	34
Atchison, T., and S. F.	Kansas City and Osage City	101	36
Milwaukee, L. S., and W.	Milwaukee and Brillion	100	28
Chicago and N. W.	Chicago and Dixon	98	27½

On Cheese, Boxed.

ROAD.	Between.	Distance.	Rate per 100 Pounds.
Southern Pacific	San Francisco and Gilroy	80	\$0 20
California Southern	Los Angeles and Cajon	81	46
S. F. and N. P., Cal.	San Francisco and Asti	81	46
North Pacific Coast, Cal. ..	San Francisco and Duncan's Mills	79	32
Atchison, T., and S. F.	Kansas City and Wakarusa	79	29
Milwaukee, L. S., and W. ..	Milwaukee and Manitowoc	78	18
Chicago and N. W.	Chicago and Flag	79	27½

On Grain, in Carloads.

ROAD.	Between.	Distance.	Rate per Ton.
Southern Pacific	San Francisco and Gilroy	80	\$3 00
California Southern	San Diego and Temecula	78	3 00
S. F. and N. P., Cal.	San Francisco and Asti	81	3 40
North Pacific Coast, Cal. ..	San Francisco and Duncan's Mills	79	3 60
Southern Pacific	San Francisco and Pajaro	99	3 00
California Southern	San Diego and Elsinore	93	3 60
S. F. and N. P., Cal.	San Francisco and Cloverdale	85	3 65
North Pacific Coast, Cal. ..	San Francisco and Ingrams	87	3 80

On Flour, in Carloads.

ROAD.	Between.	Distance.	Rate per Ton.
Southern Pacific	San Francisco and Gilroy	80	\$3 00
California Southern	Los Angeles and Cajon	81	5 80
S. F. and N. P., Cal.	San Francisco and Asti	81	3 40
North Pacific Coast, Cal. ..	San Francisco and Duncan's Mills	79	3 00
Southern Pacific	San Francisco and Pajaro	99	3 00
California Southern	Los Angeles and Murrietta	100	3 40
S. F. and N. P., Cal.	San Francisco and Cloverdale	85	3 65
North Pacific Coast, Cal. ..	San Francisco and Ingrams	87	3 20

On Potatoes, in Carloads.

ROAD.	Between.	Distance.	Rate per Ton.
Southern Pacific	San Francisco and Gilroy	80	\$3 00
California Southern	Los Angeles and Cajon	81	6 40
S. F. and N. P., California.	San Francisco and Asti	81	4 00
North Pacific Coast, Cal. ..	San Francisco and Duncan's Mills	79	3 60
Southern Pacific	San Francisco and Pajaro	99	3 00
California Southern	Los Angeles and Murrietta	100	4 80
S. F. and N. P., California.	San Francisco and Cloverdale	85	4 20
North Pacific Coast, Cal. ..	San Francisco and Ingrams	87	3 80

On Apples, in Carloads.

ROAD.	Between.	Distance.	Rate per Ton.
Southern Pacific ..	San Francisco and Pajaro	99	\$3 00
California Southern ..	Los Angeles and Murrietta	100	6 60
S. F. and N. P., California.	San Francisco and Cloverdale	85	4 30
North Pacific Coast, Cal. ..	San Francisco and Ingrams	87	4 00
Atchison, T., and S. F. ...	Kansas City and Osage City	101	4 40

On Lumber (soft), Carloads.

ROAD.	Between.	Distance.	Rate per 1,000 Feet.
Southern Pacific	San Francisco and Gilroy	80	\$3 25
California Southern	San Diego and Temecula	78	5 00
S. F. and N. P., Cal.	Tiburon and Guerneville	66	*3 50
North Pacific Coast, Cal.	San Francisco and Duncan's Mills	80	†4 50
Southern Pacific	San Francisco and Pajaro	99	3 50
California Southern	San Diego and Elsinore	93	5 50
S. F. and N. P., Cal.	Tiburon and Guerneville	66	*3 50
North Pacific Coast, Cal.	San Francisco and Ingrams	87	†4 50
Atchison, T., and S. F.	Kansas City and Osage City	101	3 67

* Additional cost from Tiburon to San Francisco, \$1 per one thousand feet.

† Rates are for *dry* lumber only.*On Redwood (fuel), Carloads.*

ROAD.	Between.	Distance.	Rate per Cord.
Southern Pacific	San Francisco and Gilroy	80	\$2 00
California Southern	Los Angeles and Cajon	81	5 50
S. F. and N. P., California	Tiburon and Guerneville	66	*1 87
North Pacific Coast, Cal.	San Francisco and Duncan's Mills	79	†2 75
Southern Pacific	San Francisco and Pajaro	99	2 05
California Southern	Los Angeles and Murrietta	100	3 62½
S. F. and N. P., California	Tiburon and Guerneville	66	*1 87
North Pacific Coast, Cal.	San Francisco and Ingrams	87	†2 75

* Additional cost from Tiburon to San Francisco, \$1 per cord.

† Rates are for *dry* wood only; green wood, \$3 44 per cord.*On Cattle.*

ROAD.	Between.	Distance.	Rate per Carload.
Southern Pacific	San Francisco and Gilroy	80	\$20 00
California Southern	Los Angeles and Cajon	81	29 00
S. F. and N. P., Cal.	San Francisco and Asti	81	30 00
North Pacific Coast, Cal.	San Francisco and Duncan's Mills	79	25 00
Atchison, T., and S. F.	Kansas City and Wakarusa	79	20 00
Milwaukee, L. S., and W.	Milwaukee and Manitowoc	78	24 00
Southern Pacific	San Francisco and Pajaro	99	25 00
California Southern	Los Angeles and Murrietta	100	30 00
S. F. and N. P., Cal.	San Francisco and Cloverdale	85	30 00
North Pacific Coast, Cal.	San Francisco and Ingrams	87	27 50
Atchison, T., and S. F.	Kansas City and Osage City	101	20 00
Milwaukee, L. S., and W.	Milwaukee and Brillion	100	25 00

On Sheep.

ROAD.	Between.	Distance.	Rate per Car.
Southern Pacific	San Francisco and Gilroy	80	\$16 00
California Southern	Los Angeles and Cajon	81	29 00
S. F. and N. P., Cal.	San Francisco and Asti	81	22 50
North Pacific Coast, Cal.	San Francisco and Duncan's Mills	79	Special.
Atchison, T., and S. F.	Kansas City and Wakarusa	79	18 00
Milwaukee, L. S., and W.	Milwaukee and Manitowoc	78	19 20
Southern Pacific	San Francisco and Pajaro	99	20 00
California Southern	Los Angeles and Murrietta	100	29 00
S. F. and N. P., Cal.	San Francisco and Cloverdale	85	22 50
Atchison, T., and S. F.	Kansas City and Osage City	101	19 00
Milwaukee, L. S., and W.	Milwaukee and Brillion	100	20 00

Showing Reductions on Cattle, per Car.

	June 1, 1878.	July 1, 1882.
From Gilroy to San Francisco	\$25 00	\$20 00
From Tres Pinos to San Francisco	32 00	25 00
From Sargents to San Francisco	27 00	22 00
From Pajaro to San Francisco	30 00	25 00
From Watsonville to San Francisco	33 00	27 00
From Castroville to San Francisco	32 00	28 00
From Salinas to San Francisco	35 00	30 00
From Soledad to San Francisco	44 00	36 00

Sheep, 20 per cent less.

Showing Reductions in Rates on Grain to San Francisco.

From Gilroy	April 15, 1872	22½ cents per 100 pounds.
From Gilroy	January 1, 1875	20 cents per 100 pounds.
From Gilroy	July 1, 1875	15 cents per 100 pounds.
From Hollister	April 15, 1872	25 cents per 100 pounds.
From Hollister	July 1, 1875	17½ cents per 100 pounds.
From Hollister	July 1, 1882	16½ cents per 100 pounds.
From Pajaro	April 15, 1872	22½ cents per 100 pounds.
From Pajaro	January 27, 1874	20 cents per 100 pounds.
From Pajaro	July 1, 1875	16½ cents per 100 pounds.
From Pajaro	July 10, 1876	15 cents per 100 pounds.
From Castroville	April 15, 1872	27½ cents per 100 pounds.
From Castroville	June 25, 1873	25 cents per 100 pounds.
From Castroville	June 27, 1874	20 cents per 100 pounds.
From Castroville	July 1, 1875	16½ cents per 100 pounds.
From Castroville	July 10, 1876	15 cents per 100 pounds.
From Salinas	November 13, 1872	32½ cents per 100 pounds.
From Salinas	June 4, 1873	27½ cents per 100 pounds.
From Salinas	June 27, 1874	21½ cents per 100 pounds.
From Salinas	July 1, 1875	17½ cents per 100 pounds.
From Salinas	July 29, 1876	16½ cents per 100 pounds.

Showing Reductions on Lumber, per Carload of Six Thousand Feet, or Ten Tons.

	January 1, 1883.	March 1, 1886.
Between San Francisco and Gilroy	\$30 00	\$19 50
Between San Francisco and Hollister	34 00	25 50
Between San Francisco and Pajaro	34 00	21 00
Between San Francisco and Watsonville	38 00	22 50
Between San Francisco and Aptos	38 00	22 50
Between San Francisco and Loma Prieta	38 00	24 00
Between San Francisco and Castroville	38 00	22 50
Between San Francisco and Salinas	40 00	30 00
Between San Francisco and Monterey	40 00	24 00
Between San Francisco and Soledad	52 00	36 00

Showing Reductions on Redwood, per Cord.

	June 1, 1878.	January 1, 1885.	March 1, 1886.
Gilroy to San José	\$1 62½	\$1 25	\$1 00
Gilroy to San Francisco	3 25	2 25	2 00
Pajaro to San José	2 00	1 40	1 05
Pajaro to San Francisco	3 87½	2 40	2 05
Watsonville to San José	2 37½	1 60	1 10
Watsonville to San Francisco	4 25	2 60	2 10
Aptos to San José	3 25	1 70	1 10
Aptos to San Francisco	5 12½	2 70	2 10
Loma Prieta to San José	-----	1 90	1 15
Loma Prieta to San Francisco	-----	2 90	2 15
Castroville to San José (oak)	2 57	1 87½	1 56½
Castroville to San Francisco (oak)	4 71	3 12½	2 81½

SOUTHERN PACIFIC COMPANY—NORTHERN DIVISION.

Exhibit of Earnings and Expenses for Year 1887.

Gross earnings	\$1,727,244 85
<i>Expenses, viz.:</i>	
Superintendent's office and general expense	\$62 161 80
Station service	135,962 14
Train service	114,454 73
Structures	52,043 35
Locomotive service	224,976 91
Repairs of track	180,017 41
Repairs of engines, machinery, and tools	42,604 25
Repairs of cars	85,822 92
Legal and miscellaneous expense	28,417 57
Stationery and printing	13,833 53
Loss and damage	4,506 31
Interest on bonds, \$8,070,155, at 6 per cent	484,209 30
Rental of leased lines	58,200 00
Taxes	45,437 00
Betterments and additions	52,521 39
Total expenses	\$1,585,168 61
Earnings over expenses	\$142,076 24
Per cent of expenses to gross earnings	91 $\frac{77}{100}$

ARGUMENT.

In the Matter of a ten per cent reduction in Freight Rates to certain points on the line of the Northern Division of the Southern Pacific Railroad.

STATEMENT OF FACTS.

To the honorable the Railroad Commission of the State of California:

This honorable Railroad Commission, without the knowledge of the Southern Pacific Company, on the twenty-second day of November, 1887, made an order reducing freight rates on the line of the Northern Division of the Southern Pacific Railroad ten per cent to certain points, to wit: Tennant's, Gilroy, Miller's, Sargent's, Pajaro, and Watsonville. In pursuance of said order, the Secretary of said Commission thereafter prepared a schedule of freights in harmony with said order, and the same was served on said company. This order and the said schedule, so made, and so served, was the first knowledge said company had that any such reduction was contemplated by this honorable Commission. Immediately upon becoming informed of the purpose of this honorable Commission to reduce freight rates, Hon. Creed Haymond, solicitor of the Southern Pacific Company, requested a hearing in behalf of this company, which request was courteously granted. After some delay as to the time of hearing the objections and reasons of this company, the hearing was fixed for the twenty-seventh of February, 1888, at the hour of 11 o'clock A. M. of that day, at the rooms of this honorable Commission. At which time this company appeared by Hon. A. C. Bassett, Superintendent of this company, and E. J. Martin, Esq., Assistant General Freight Agent, and Geil & Morehouse, the attorneys for said company, and testimony of sworn witnesses, and documentary evidence was introduced by said company, showing why said reductions should not be made.

ARGUMENT.

To the honorable Railroad Commission of California:

GENTLEMEN: It is not our purpose in this argument to enter into any discussion of the legal propositions involved in the order made by you, but to deal solely with the facts, to present reasons and surrounding circumstances and conditions now affecting the freight traffic of this road which, in our judgment, should cause you to countermand this order. You must remember that mighty and various interests are at stake, demanding of you the most careful deliberation, and most thorough, prudent, honest, and just investigation. The fixing of a freight rate is not the merest caprice or whim. It is not the mad prejudice of some person who dreams that he has a grievance needing redress; but it is a vital problem involving alike the prosperity and perpetuity of this company and the onward march and splendid progress of all that part of the State's territory adjacent to this road, and of which this road is the commercial artery, carrying the life blood of business industry in all its varied forms. When you touch, with the palsied

hand of reduction, the rates of freight traffic, you must be exceedingly careful, or else that touch may mean death to the very industries which it is now the policy of this Golden State to cherish into greatness, unrivalled by any other State in this nation. It must be admitted, for it cannot be denied, that the Northern Division of the Southern Pacific Company is to-day the most important factor in the development of one of the richest and most healthful, productive, and fairest portions of the State. It must be admitted, for it cannot be successfully denied, that the road itself is one of the best constructed, most completely equipped, and best conducted roads in the United States. That its arrangement of trains, their sufficiency in number, the time of their running, both as to passenger and freight traffic, has been controlled by that judicious policy to accommodate every station and locality along its route, which should best subserve the progress and industries of these active business communities, but at the same time to promote private enterprises needing the encouragement of quick transit and large markets. It cannot be denied that the policy of the managers of this road has ever been to build up the industries of the communities along its route and strengthen the hands of the individuals engaged in business enterprises. And what has given it the ability so to do, other than a just and reasonable freight rate? Shall it now be said that without evidence, without a complaint setting forth specific charges—aye! without any complaint, that this Commission shall with the rude power and hostile spirit of the vandals, destroy at one stroke of their Secretary's pen, the power and efficiency of this road, and thus breed the boisterous and angry outcry of business men against this company? Is this wisdom? Is this that wise and judicious policy supposed to underlie the organic law of this State in making this Commission a constitutional power standing between the mad frenzy of unreasoning complainants on the one hand and corporate exaction on the other? Has not Hon. A. C. Bassett, Superintendent of this road, brought to the management a lifetime of study and experience, and should not his sworn testimony go further than the mere idle outburst of some man whose private affairs he wants advanced and who thinks the entire policy of the road should be changed to meet the private ends he has in view? Is not the testimony of E. J. Martin, Esq., whose whole life is but the study and practice of freighting on railroads, entitled to greater weight than the mere assertion of some man who, because of a low market price of an article in which he deals, wants a reduction on that article, and therefore complains grievously? To whom shall you look for knowledge? Shall it be the shipper, whose self-interest prompts him to complain? Or shall you appeal to such witnesses as we placed on the stand and who gave testimony under the sanctity and solemn obligation of an oath? And when these witnesses swore, was there any doubt as to the accuracy or truthfulness of their testimony? Then what do we glean from them?

EXPENSES.

First, we glean that the cost of fuel and labor alone on this road exceeds eastern roads over \$300,000 per annum. Was this denied? Can it be denied? Is it not a known fact that now, in the City of San Francisco, good coal costs not less than \$16 per ton? Is it not an evidence of good and prudent management that this company, with that prudence and foresight which distinguishes the owners of this road, that they have arranged so that their coal only costs \$6 per ton? But suppose they had not contemplated a raise in the market price of coal, would you not, as just men wishing to perform the duties of a constitutional office, be compelled to allow them \$16 per ton as a factor entering into the expenses of this company? Have we not fairly treated this commission when we figure the expense on twenty thousand seven hundred and fourteen tons of coal on the basis of only \$6 instead of on the market price? Would any merchant or dealer in coal, who had foreseen the rise in the price of coal from \$6 to \$16, and had therefore lain in a large supply to meet the great demand—say twenty thousand seven hundred and fourteen tons—would such merchant sell you coal at \$6? Or, would he consider that he was justly entitled to \$10 profit on each ton, in consequence of his foresight? Try him on to-day in this great city. If, therefore, the merchant is entitled to such profits, by every law of business and trade, why not this company? And yet this company comes to you and says, we ask nothing for our prudence—nothing for that judgment and foresight on our part—but only ask that, as our expenses are greater, more onerous and burdensome than eastern roads, we are entitled to have our greater expenses considered as a factor in our favor why our rates should exceed eastern roads. And yet our rates do not exceed eastern roads. This company's rates are less, and that, too, over roads in the populous State of Illinois, where the roads are under the dominion of a closely scrutinizing Railroad Commission, and under the most autocratic, despotic, and anti-railroad legislation, sustained by Courts held under the influence of a strongly marked antagonistic public opinion. We then conclude that no escape can be made from the conclusion that as this company's expenses are greater than eastern roads, it has the right to charge a proportionately higher rate; and as it does not do so its rates cannot be said to be excessive, unjust, or oppressive.

But can these expenses be reduced? Certainly not on coal or wood, and you certainly do not ask that a reduction be made on the wages of the employés. The policy of the Southern Pacific Company has ever been to encourage labor by higher wages, always recognizing that an industrious and active laboring class is productive of peace to the State and prosperity to the corporation. Upon the arm of labor is resting to-day the perpetuity of American institutions; and when labor is well rewarded it is peaceful, contented, and happy, and becomes the foe, instead of the friend, of anarchy, communism, crime, and rebellion. The very day of this hearing a strike was proclaimed on the Burlington road,

and eleven thousand people are out of employment. A few days later and a strike is proclaimed on the Atlantic and Pacific road. By this means, which labor invokes for protection, not only are thousands of people impoverished, but business industries are stagnated, and freight and passenger traffic is suspended and bitter animosity is born and nourished into existence between capital and labor. Thus food is made for the fierce harangues of anarchists, until bloodshed crowns the whole and human hands are crimsoned in crime. All men know this. It is but a political truism of the day. Then, shall not this company have some credit for trying to avoid this disastrous consequence? Shall it not have credit for maintaining a high rate of wages, even though by so doing its item of expenses shall be increased?

POPULATION.

But, again, this company's road passes through a sparsely populated country, having but a small freight and passenger traffic compared with eastern roads. Think of the difference. Here the population is only as one to four, or one to five, compared with eastern roads. Can it be doubted that a road running through a State with a population of forty people to the square mile has a freight and passenger traffic at least twice larger than this company, running through a section of country with less than ten persons to the square mile? Can it be doubted that a large population increases the income of a railroad company? Who has the temerity to deny it? And yet, comparing the rates of this company with the rates of eastern roads—notwithstanding their advantage in population—the rates here are less. Does not this argue that the rates of this company are not excessive? Then why this proposed reduction? Does it spring from necessity? Has it an origin in the just wants of the people?

LOCAL TRAFFIC.

Nor have we failed to show you that a vast difference in expense results to the business of this company owing to the fact that its freight is purely local. To illustrate: This company, for the want of a dense population demanding a large mercantile freight to be carried from San Francisco into the interior, is compelled to haul empty cars south, so as to haul the farm products back to the metropolis. It, therefore, hauls empty cars one way, and has the expense of running its cars *both* ways, while it has *paying freight but one way*. Thus, its expense is double the eastern roads, and yet it charges no more. Does this look like excessive rate of charge? Nay, does it not clearly appear that this company has ever been the friend of its patrons, and is now and always has been the active agent in the development of that part of the State through which the road passes? Can this company become responsible for these conditions affecting its traffic? And when it equalizes those conditions by lowering its freight rate to a point below that maximum, which the law in its justness allows, to wit: a reasonable compensation for the service rendered, can it then be justly demanded that the rate should still be lower?

But this company, as we clearly showed, and the records of your office will ever show, has of its own motion reduced freights time and time again, as the business interests of the road and the rapid progress and prosperity of the adjacent country demanded. It has needed no commission to act as a spur to duty. It has always sought to encourage industry, and has made the progress of the State its object, its aim, and its duty, well knowing that the progress of the State and its road were so interblended that an injury to the one was an injury to both. Did this seem as though this company was assuming the manners of an autocrat, or does it teach us that this company knows more about the rights, duties, and obligations of the railroad to the people than all the brazen-tongued anti-railroad howlers in the State? This circumstance ought to have great weight, for it clearly shows that this company will, as soon as the conditions will permit, reduce its rates, and always reduce them without demand when it can do so.

OTHER ROADS.

But we proved, and the records of your office will show, that the other roads not owned by this company, and doing business in the State, are carrying freight at a rate from 25 to 50 per cent higher than this road. These other roads are laboring under like conditions, and being so situated, how is it that this company, with a freight rate far below these other local roads, is attacked? If reductions should be made, why is it that the road with the lowest freight rate is the first to be brought under the ban of displeasure? If the freight rate on these other local roads is but a just and reasonable compensation for the services rendered by such roads, then it is an unanswerable fact that the rates of this company are below such just compensation. But it may be said the rates charged by these other companies are unjust and unreasonable. We answer, that the rates on these other roads, as the records of your office will show, were fixed by the Railroad Commission, and that the Constitution of this State says that when so fixed "they shall be deemed *conclusively* just and reasonable." That is, no one shall dispute it. They are *conclusively* just and reasonable, and being so, and being also from 25 to 50 per cent higher than on this road, there is no escape from the conclusion that the rates on this road are at a basis below a reasonable compensation, and as testified by Mr. Bassett are at a point so low that a reduction would be unjust and wrong in fact. But it may be said that the *grade* on these other roads entitles these roads to a greater freight rate. Granted, for the sake of argument, and then we answer, their rates are from 25 to 50 per cent higher than on this road, which gives them the full benefit of *grades*; and as that is the only different factor in fixing rates on those roads, it would show that deducting the 25 or 50 per cent

from their rate as an allowance for *grade*, then our rate would be *just and reasonable*, as the Constitution declares theirs to be. Thus, by comparison there can be found no reason for the cutting of rates on this line; but, on the contrary, a reason strong, conclusive, and unanswerable why a reduction should not be made.

DISCRIMINATION.

But when we look at the effect of your order upon such localities as Salinas City and Hollister, its injustice becomes apparent. Why should these places pay a rate of freightage 10 per cent higher than favored Gilroy? Why should that poor man Miller have the benefit of a 10 per cent reduction over Hollister? Will these places remain quiet and submit to your order, or will they come before your honorable body and enter complaints that this company is discriminating against them? If they should complain, how could this company answer? If we say, "We are not discriminating, we are simply obeying the order of the Railroad Commission," will that be an answer? Nay; but as in the Watsonville matter will you not find that, though we obey your order, yet we are discriminating, and thus throw the blame on this company? Will such a course be just? Or shall this company reduce rates 10 per cent to Hollister and Salinas, even though such reduction shall cripple the business of the road and imperil the industries of the State? Are you aware that thirty-one roads went into bankruptcy in the East last year, and eight others into the hands of receivers? Shall this road be brought into the same condition, or shall it be permitted to carry, as it now is doing, freights on the basis of only a reasonable compensation? Discrimination is, as you are aware, prohibited by the Constitution of this State, and if this road shall not discriminate against places, why shall an order be made by your honorable body compelling just such prohibited discrimination? Is this company to be made the subject of complaint and ill-feeling, or will this honorable body, with that wisdom which should guide constitutional officers in the discharge of a great public trust, countermand this unjust, oppressive, and discriminating order?

COMPENSATION.

But this company has the right to rates which shall be to them a reasonable compensation. And this don't mean a certain per cent on the investment. Such a rule would bankrupt this or any other road. Such a rule is only the meaningless outcry of the ignorant, for losses, damages, and improvements to be constantly made are all factors in the fixing of a rate. You cannot say, let us take the gross income of the road and the gross expense, and deducting the expense from the income, say we have now the net income and we will find if such net income is only a reasonable per cent on the investment. This rule is an absurdity. This rule would destroy and ruin every road in California. This rule is the outcry of the man of prejudice, who neither thinks, nor does not want to think. Why? Because under this rule no road could make improvements, even in anything. If a smash-up should occur, the cars could not be replaced for the want of money; if a depot should be burned, the depot could not be rebuilt; if an accident should occur, the damage could not be remedied; when freight was lost, the company could not compensate the loser; in an action of damages, the judgment would stop the operation of the road under the process of execution; no new roads would be built; no old ones improved; extensions would be unknown, and in a few years decay and death would mark every railroad line in California. If new improvements or inventions are needed for the betterment of the service to the public, the improvement or invention could not be purchased; because no man of sense invests money in that which does not pay, and experience has taught railroad people just what *rate* pays, and when they testify they know of what they speak. Therefore, when Mr. Bassett testified that the present rate is only a just and reasonable compensation, his testimony becomes an *admitted fact*, beyond controversy, unless some attempt is made to show to the contrary, *and none was made*. Who denies his testimony? No one. But if you are to reduce rates, are you to proceed upon the theory that rates *must down*, or are you to proceed upon evidence that the rates are too high? When you, as a Commission, cut rates, you must remember you have the affirmative of the proposition. You *must show* that rates are too high; and then this company has the right to answer and show that the rates are not too high. Have you any testimony that the rates are too high? If so, what is it? The complaint of some shipper? If so, is his testimony of any weight? Does he know anything of railroading? No. And let us here call your attention to a significant fact, and we appeal to your records. Was there ever a written statement, or schedule, or showing made by any railroad company in this State attempted to be controverted by any one before your honorable Commission? No. Go back over the records of your office. What does this show, but that this and the other companies of this State have always presented the *truth* to your honorable body and that their cases have been unanswerable? We submit that we have shown that our rates are only just and reasonable, and that no reduction should be made.

EXTENSION.

But again, a great demand is being made on this company to extend its road through the Counties of San Luis Obispo and Santa Barbara. Salinas demands this extension, Santa Clara demands it, San José demands it, Watsonville demands it, San Luis Obispo demands it, Santa Barbara demands it, San Buenaventura demands it, aye! the State demands it. The traveling public demands it. This great portion of the State thus calling for the exten-

sion of this road is the garden spot of California. This road, if thus completed, would be a blessing to the State, and Central California would loom up with Los Angeles and San Diego. Shall you stop all this improvement? Will you say that if rates are cut that prudent business men will still invest in an unpaying enterprise? Nay, gentlemen. The rights and wishes of this State demand of you that these contemplated improvements shall be cherished, and that you shall aid them, not destroy them; that you shall foster and encourage them, not smother and defeat them. We of the Salinas Valley see down the vista of the future and behold our country growing into greatness, our towns springing into cities, our population vastly increased, our mines of coal and iron developed, our great land holdings divided, and our mountain slopes and small valleys peopled and dotted with beautiful and happy homes. We know we have a climate unsurpassed, a soil rich and productive, a county vast in extent, and we stand waiting and hoping to see this road extended and a coast route opened to public travel. But if this or similar orders are made by this honorable Commission, we feel that a great obstacle will be thrown in our way of progress. We, therefore, respectfully ask that this order be annulled, and this company be allowed every advantage which shall strengthen its ability to aid the upbuilding of this part of the State.

CONCLUSION.

We, therefore, conclude that we have shown by the evidence before this honorable Commission, that great injustice would be done this company by the enforcement of this order; and that it appears that at all times this company has ever been ready to reduce freight rates on its own motion, and that the judgment of this company is the best guide to a correct conclusion in the question of freight rates. This company stands to-day a mighty factor in the progress of the State. It has stood the hard times of the past. It has borne the difficulties of being the pioneer road, and has invested millions of capital in anticipation of the time when that investment should be profitable, and now, as soon as the time hoped for is near at hand, and the horizon of doubt and fear is clearing up under the sunshine of the State's prosperity, is it to be robbed of the fruits of its labor, the reward of its enterprise? Who has the temerity to engage in vast enterprises when it is known that the moment the enterprise is at that point where profit legitimately belongs to it, that the reward shall be taken away? Taken, too, without a reason! Taken only to show power so to do! We cannot believe that the effect of this order was thoroughly considered by this honorable Commission, and we have too much faith and trust in the known probity of its members of this honorable body to believe that after our showing this order will be enforced. We, therefore, leave the matter with you, in full confidence that this order will be abrogated—your schedule withdrawn—and that the rates of freight traffic on this line will remain at rest until a public exigency or the prosperity of this road shall make a reduction necessary.

Yours respectfully,

GEIL & MOREHOUSE,
Attorneys for Southern Pacific Company (Northern Division).

LETTER FROM JULIUS LEE.

WATSONVILLE, Cal., June 9, 1888.

V. W. GASKILL, *Esq.*, *Secretary*:

DEAR SIR: Replying to your favor of the fourth instant, making inquiry as to whether our people are satisfied with the reduction the Southern Pacific Railroad Company has made in its special tariff on hay and straw in carloads, making a reduction on former tariff, as is claimed, of from 10 to 50 per cent, and intimating that the Commissioners are of the opinion that that is all we have ever claimed or asked for, I have to say that after making such inquiry as I have been able from our farmers and producers, and especially from the warehousemen who have kept the warehouses here for many years past, the tariff on said commodities is virtually and practically of no consideration whatever here.

The warehouseman has promised to give me the exact figures from the books as to the amount of said articles shipped from here to San Francisco, which he has not yet done, but he assures me the amount is very trivial, indeed, and this comports with my own observation and all the information I can obtain from others.

By reference to the written complaint filed in the case, it will be seen that we complain that freights generally are too high; meaning, of course, freights on commodities in which we deal or are interested; but more especially we complained that in these respects the people of Watsonville and its vicinity were unjustly discriminated against. We thought the railroad company should not charge *more* for carrying a given commodity than it charged others for carrying the same article twenty or thirty miles further. We claimed that this was a discrimination prohibited by the Constitution and law of the State. But more especially did we, and do we, complain of the want of depot facilities. I believe that our fruit and berry producers are now very considerably better accommodated by the way in which freight trains run, than formerly, and for this we, of course, are willing to give all credit; but really the depot facilities are in no manner improved, and as harvest is again soon coming on, if said facilities are not increased, many thousand tons of cereals and other farm products will have to be this year, as last, hauled right past our warehouse door away around into Monterey County to a steamer landing. The approximate amount that was so hauled last year, and will have to be this, cannot now be given. I

can assure you that it is large, and must necessarily be large, until the proper facilities are afforded here for shipping, and this, I report, is now our greatest cause for complaint.

I believe there is no especial complaint now on account of passenger fares since the reduction, and for this, of course, we are very thankful. But that the Commissioners should have thought that the reduction on hay and straw would benefit us, I cannot understand. The railroad company, when they made it, must have known that it did not concern us more than a reduction on granite, for instance, would have done.

Yours truly,

JULIUS LEE.

Northern Division case now awaits decision of the Board.

ROBINSON VS. SOUTHERN PACIFIC COMPANY ET AL.

At a regular meeting of the Board, held on February 27, 1888, the case of W. H. Robinson vs. Southern Pacific Company et al. came on for hearing, the Attorney-General appearing on behalf of plaintiff. After argument at length of the said case, the Attorney-General took the position that the case as it now stood could not be won in a higher Court; and, in consequence, he recommended that W. H. Robinson commence a new action. W. H. Robinson, being present, said that he would at once commence a new action.

The complaint, summons, return of service of summons, and demurrer of Southern Pacific Company and demurrer of South Pacific Coast Railway Company are as follows:

COMPLAINT.

Before the Honorable Board of Railroad Commissioners of the State of California.

W. H. ROBINSON, *Plaintiff,*

vs.

SOUTHERN PACIFIC COMPANY (a corporation), and

SOUTH PACIFIC COAST RAILWAY COMPANY (a corporation), *Defendants,*

The above named plaintiff complains of the defendants above named, and for cause of complaint alleges:

I.—That he is now, and at all the times hereinafter mentioned was, a resident of the State of California, to wit: a resident of the City of Alameda, in said State.

II.—Upon information and belief that the Southern Pacific Company, a defendant herein, is, and was at all the times hereinafter mentioned, a railroad corporation, organized and existing under the laws of the State of Kentucky, engaged in the business of a common carrier of passengers within said State of California upon the railroad and ferry lines, and between the places as hereinafter mentioned.

III.—That the defendant, South Pacific Coast Railway Company, is, and was at all the times hereinafter mentioned, since on or about the twenty-third day of May, A. D. 1887, a railroad corporation, organized and existing under the laws of the State of California, engaged in the business of a common carrier of passengers within said State of California upon the railroad and ferry lines, and between the places as hereinafter mentioned.

IV.—That the Central Pacific Railroad Company is, and was at all times hereinafter mentioned, a railroad corporation, organized and existing under the laws of the State of California, engaged in the business of a common carrier of passengers within the State of California, upon the railroad and ferry lines and between the places as hereinafter mentioned.

V.—That for more than six years prior to its consolidation, on the twenty-third day of May, 1887, as hereinafter set forth, the South Pacific Coast Railroad Company was a railroad corporation organized and existing under the laws of the State of California, engaged in the business of a common carrier of passengers within said State of California upon the railroad and ferry lines as hereinafter mentioned.

VI.—Upon information and belief, that on or about the twenty-third day of May, 1887, the said South Pacific Coast Railroad Company, and various other corporations owning connecting railroad and ferry lines in the State of California, did consolidate their capital stock, debts, liabilities, property, assets, and franchises into a new corporation then and there and thereby created, and named and designated South Pacific Coast Railway Company, a defendant herein; and that all of said railroad and ferry lines between San Francisco and Oakland, and between San Francisco and Alameda, formerly owned and operated by said South Pacific Coast Railroad Company, are now, and, ever since said twenty-third day of May, 1887, have been the property and subject to the control and management of defendant, South Pacific Coast Railway Company. That such management and control of said railroad and ferry lines by said last mentioned company,

was exclusive between said twenty-third day of May, 1887, and the first day of July, 1887, when upon said last named date, defendant, South Pacific Coast Railway Company, claimed to lease to defendant, Southern Pacific Company, for the term of fifty-five years, from the first day of July, 1887, all of said railroad and ferry lines formerly owned and operated by said South Pacific Coast Railroad Company; and said Southern Pacific Company does now, and ever since said first day of July, 1887, has, by virtue of said alleged lease, been in possession of, managed, and operated said railroad and ferry lines last mentioned, and does now establish, charge, and collect, and ever since said first day of July, 1887, has established, charged, and collected, fares from passengers on said last mentioned railroad and ferry lines, to wit: The railroad and ferry lines formerly owned and operated by the South Pacific Coast Railroad Company, between San Francisco and Oakland and San Francisco and Alameda. And plaintiff alleges, upon information and belief, that the management and operation of said last mentioned railroad and ferry lines, and the establishment of the passenger rates thereon by defendant, Southern Pacific Company, is now, and ever since the first day of July, 1887, has been, subject to the supervision and control of defendant, South Pacific Coast Railway Company, and that the *true relation of said corporations* in regard to the management and operation of said railroad and ferry lines is that of principal and agent.

VII.—That prior to January, 1887, the said *Central Pacific Railroad Company*, the competitor of said South Pacific Coast Railroad Company, as hereinafter stated, *was leased* to defendant, Southern Pacific Company, and ever since said lease the defendant, Southern Pacific Company, has been in possession of, operated, and managed all the railroad and ferry lines belonging to said Central Pacific Railroad Company, including its said railroad and ferry lines between San Francisco and Oakland, and between San Francisco and Alameda, and does now establish, charge, and collect, and ever since said lease has established, charged, and collected, fares from passengers on the railroad and ferry lines owned and formerly operated by said Central Pacific Railroad Company.

VIII.—That prior to 1884, said South Pacific Coast Railroad Company and said Central Pacific Railroad Company were, upon their respective lines of railroad and ferries, common carriers of passengers between the City of San Francisco and the town of Alameda, the last named corporation being also such common carrier between said San Francisco, said Alameda, and the City of Oakland, and both of said last named companies then maintained the same rates of passenger fare between said San Francisco and said Alameda. That on or about the early part of the year 1884, said South Pacific Coast Railroad Company extended its railroad and business as a common carrier of passengers into said City of Oakland, and thereupon became, and thereafter was, a competing railroad and common carrier with said Central Pacific Railroad Company between said San Francisco and Oakland, and between San Francisco and Alameda. That prior to November, 1884, both of said last mentioned railroad companies had sold to the public for \$3 a so called monthly commutation ticket that entitled the *holder* to as many daily round trips between the places named on it, to wit: between San Francisco and Oakland, and between San Francisco and Alameda, as there were days in the month for which it was issued. Among the printed conditions on such tickets was one that read: "Good for one round trip daily from first to thirty-first of —," giving name of month.

That for a year or more previous to November, 1884, the said Central Pacific Railroad Company, without any change in the words of the rule on its tickets, "good for one round trip daily during the month of —," began giving passengers on these tickets more *favorable conditions*, by allowing more than one round trip daily, by punching dates in advance.

That previous to November, 1884, said South Pacific Coast Railroad Company, without any change in the wording of the rule on its tickets, "good for one round trip daily from first to thirty-first of —," *for the purpose of competing with the Central Pacific Railroad Company*, did lower its rates of fare, giving the *holders* of these tickets as many round trips as there were days in the month, to be taken, at the option of the holder, one or more daily; and said rates of fare are just and reasonable to defendants, being full remuneration for the service rendered, and were just and fair to said competing companies.

That for some time before, and continuously since November, 1884, until March 1, 1887, said South Pacific Coast Railroad Company had allowed all *holders* of its monthly commutation tickets as many rides as there were days in the month, one or more daily, without any change in the printing on tickets, "good for one round trip daily from first to thirty-first of —," giving name of month.

IX.—That on or about the fourteenth day of February, 1887, said South Pacific Coast Railroad Company and defendant, Southern Pacific Company, then managing and operating the railroad and ferry lines of said Central Pacific Railroad Company, as hereinbefore set forth, by mutual agreement and joint notice, signed by the officers of both roads, dated February 14, 1887, and provided to take effect March 1, 1887, *increased their said rates* of fare between said places by allowing only one trip each day to the holder of a monthly commutation ticket, and compelling the holder of said ticket to lose all trips not so taken; that the said competition between said companies ceased on said first day of March, 1887, and that the cessation of said competition and the giving of said notice were done in pursuance of the mutual agreement of said companies made on or about said fourteenth day of February, 1887, that such *competition should cease*, and that both of said companies should come under one management, to wit: under the management of the defendant, Southern Pacific Company, and which common management was consummated, as hereinbefore stated.

X.—That the defendant South Pacific Coast Railway Company, succeeding to the property, franchises, and liabilities of said South Pacific Coast Railroad Company, on the twenty-third of May, 1887, as aforesaid, and notwithstanding said reduction of rates by reason of competition as aforesaid, *has ever since said last named day, and does now increase said rates and enforce said order of February 14, 1887, and ever since said twenty-third day of May, 1887, it has and does now require and compel each passenger and holder of said monthly commutation ticket carried by it between San Francisco and Oakland, or between San Francisco and Alameda, over the said railroad and ferry lines formerly operated by said South Pacific Coast Railroad Company, to pay a rate of fare in excess of said competing rate by allowing to such ticket holder only one trip each day, and compelling him to lose all trips not so taken.*

XI.—That on the first day of June, 1887, plaintiff paid defendant, South Pacific Coast Railway Company, \$3 for the usual monthly commutation passenger ticket *that entitled him to thirty round trips between Alameda and San Francisco, over the said railroad and ferry lines formerly operated by the said South Pacific Coast Railroad Company, he having the right to take said trips at his option, for business or pleasure, one or more daily.*

That during the said month of June plaintiff took twenty-three round trips on his said monthly ticket, and said last named defendant refused to let him have three more round trips demanded by him in said month of June, there being six or more unpunched trips on his ticket, and compelled him to pay 75 cents for said three trips. Previous to March first, plaintiff would have been permitted to take said three trips precisely as he demanded, without extra charge. That on the twenty-third day of said June said last named defendant carried plaintiff part of the distance from Alameda to San Francisco, on his monthly ticket, and had ample time and means to carry him the rest of the distance. The plaintiff then presented said ticket to said last named defendant at Alameda Mole, requesting to be carried the rest of the trip, but said last named defendant refused to carry him, and by force prevented him taking said trip, and compelled him to pay extra fare.

XII.—That defendants, South Pacific Coast Railway Company and Southern Pacific Company, operating, as aforesaid, said railroad and ferry lines formerly operated by said South Pacific Coast Railroad Company, notwithstanding said reduction of rates by reason of competition, as aforesaid, have, ever since the first of July, 1887, and do now increase said rates, and enforce said order of February 14, 1887, and ever since said first of July, 1887, they have required and do now require and compel each passenger and holder of said monthly commutation ticket carried by them between San Francisco and Oakland, or between San Francisco and Alameda, over the said railroad and ferry lines formerly operated by said South Pacific Coast Railroad Company, to pay a rate of fare in excess of said competing rate, by allowing such ticket holder only one trip each day, and compelling him to lose all trips not so taken.

XIII.—That on the first of October, 1887, plaintiff purchased of *defendants*, for the sum of \$3 then paid defendants, a so called monthly commutation ticket for the said month of October, that entitled plaintiff to thirty-one round trips between Alameda and San Francisco over the said railroad and ferry lines formerly operated by the said South Pacific Coast Railroad Company, he having the right by virtue of said previous reduction of said commutation rates, as aforesaid, to take said thirty-one trips at his option, one or more daily. That on October 24, 1887, plaintiff, after using said ticket for one round trip on that day, between San Francisco and Alameda, on said railroad and ferry lines so formerly operated by the said South Pacific Coast Railroad Company, desired to take another round trip between San Francisco and Alameda, and for such round trip passage over the said last mentioned railroad and ferry lines, he did, on said last named day, present to *defendants* his said commutation ticket for the said month of October, but defendants, although there were then on said ticket at least six unpunched round trips, and although it had ample means and time to so transport plaintiff, and notwithstanding the reduction of said rate, as aforesaid, refused to allow plaintiff to take said second round trip on said ticket on said twenty-fourth of October, 1887, as aforesaid, and by force prevented plaintiff from taking such second round trip on said ticket on that day; whereupon, and by reason of said refusal, force, and violence, plaintiff was by defendants compelled to pay, and he did, by reason thereof, so pay defendants under protest, the sum of 25 cents for the said second round trip taken by him, as aforesaid, on said last named day over the said railroad and ferry lines then operated by defendants, and formerly operated by the South Pacific Coast Railroad Company, between San Francisco and Alameda.

XIV.—That prior to the month of October, 1887, this plaintiff filed with this Board of Commissioners his complaint against said South Pacific Coast Railroad Company, wherein he set forth substantially his grievances herein complained of in regard to the raising of said commutation rates above the said lower competing rates as hereinbefore stated, and the enforcement against plaintiff and the traveling public of such raised rates by said order of February 14, 1887, by said South Pacific Coast Railroad Company, and by the Southern Pacific Company, a defendant herein, and thereafter, such proceedings were had and taken on said complaint in and by this Board that, on the nineteenth day of October, 1887, a judgment and decision was therein duly given and made by this Board, as follows:

“The Board decided that it had jurisdiction and proceeded to try the case.

“The evidence offered by the complainant shows to our full satisfaction that the custom of allowing more than one ride daily on said commutation tickets, was adopted for the purpose of competition, and any change in said tickets that was an increase of rates to the passenger is therefore a violation of Sec. 20, Art. XII of the Constitution, which says:

"That whenever a railroad corporation shall, for the purpose of competing with any other common carrier, lower its rates for transportation of passengers or freight, from one point to another, such reduced rates shall not be again raised or increased from such standard without the consent of the governmental authority in which shall be vested the power to regulate fares and freights."

"We, therefore, find in favor of the complainant, and order that said defendant, the South Pacific Coast Railroad Company, from and after this date, allow the holders of commutation tickets between Oakland and Alameda (places in Alameda County) and San Francisco as many rides as there are days in the month, taken as desired.

"P. J. WHITE,

"Railroad Commissioner, Second District.

"JAS. W. REA,

"Railroad Commissioner, Third District."

That the subject-matter of the said former proceeding of this plaintiff, was substantially the same as that involved in this proceeding, involving the increase of rates over the same lines of travel and as to the same class of tickets as in this proceeding; that the defendants in this proceeding are substantially the same, and the successors in interest of the defendant in said former proceeding, and appear herein in the same capacity, to wit: as common carriers, the successors of the defendant in the former proceeding, over the same lines of railroad and ferries embraced in said former proceeding. That defendant, Southern Pacific Company, was a party to said notice of February 14, 1887, and to the increase of rates complained of in said former proceeding; that both of these defendants herein had actual notice of the pendency of said former proceeding, and that both of these defendants had notice of the said decision of this Board in said former proceeding, said notice, so plaintiff is informed and believes, having been served on the defendants herein immediately upon its rendition, on the nineteenth day of October, 1887, and before the illegal acts herein complained of as occurring on the twenty-fourth of said October, as set forth in paragraph XIII herein, and which said acts of defendants were in *direct and open opposition to*, and disobedience of, said decision of this Board, made by it on said nineteenth day of October, and of which these defendants had full knowledge as aforesaid.

XV.—Plaintiff further shows that the matters herein set forth and the grievances herein complained of, are of common and general interest to many, to wit: at least eight thousand persons, who are, and for several years past have been, using said monthly tickets; that said persons are too numerous to be *joined as plaintiffs or defendants* herein, and this plaintiff brings this proceeding for the benefit of himself and all such persons; and plaintiff alleges on information and belief that defendants have refused to allow any of the holders of said commutation tickets to take more than one round trip daily thereon, and that by reason of such refusal to this plaintiff and said persons, defendants have illegally extorted from them a sum of money which plaintiff avers on information and belief to be at least \$1,000 per month.

XVI.—That the said monthly commutation rate, lowered and adopted as aforesaid for purposes of competition, is now, and ever since the operation by these defendants or by either of them of said railroad and ferry lines formerly operated by said South Pacific Coast Railroad Company has been, to defendants a full, fair, and reasonable compensation for the service required therefor;

WHEREFORE, plaintiff prays this honorable Board:

I.—To summon said defendants to answer this complaint, and on coming in of said answer, to find and determine that the acts of defendants herein complained of are in violation of the Constitution and laws of the State; and plaintiff also prays that this honorable Board find and declare that the regulation and notice of defendants, dated February fourteenth, and which took effect March 1, 1887, and all other notices or instructions of the same import, given to defendants' servants, or enforced by any of them, were and are in violation of Article XII, Section 20, of the Constitution of this State, and null and void, and that plaintiff, and all other holders of said monthly commutation tickets, have been since March first, and now are entitled to all the rights and privileges they enjoyed on said tickets before that date, to wit: as many round trips as there are days in the month, at option of holder, one or more daily.

II.—That this honorable Board, under the authority vested in it by the Constitution and statutes of this State, do order and establish that the rate of fare that may be charged by the defendants, for carrying passengers between Oakland and Alameda (places in Alameda County) and San Francisco, shall not be more than \$3, for as many round trips between the places named as there are days in the month, and that passengers may take these trips as they see fit, one or more daily during the month; and for general relief.

W. H. ROBINSON,

In propria persona,

1834 San Antonio Avenue, Alameda, Cal.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

W. H. Robinson, being duly sworn, deposes and says, that he is the plaintiff in the foregoing complaint, and knows the contents thereof, and that the same is true of his own knowledge, except as to the matters therein stated on his information or belief, and as to those matters, he believes it to be true.

W. H. ROBINSON.

Subscribed and sworn to before me this twenty-ninth day of February, 1888.

[SEAL.]

P. J. WHITE,
President Railroad Commissioners.

SUMMONS.

Before the Board of Railroad Commissioners of the State of California.

W. H. ROBINSON, Plaintiff,

vs.

SOUTHERN PACIFIC COMPANY (a corporation), and
SOUTH PACIFIC COAST RAILWAY COMPANY (a corporation), Defendants. }

The People of the State of California send greeting to Southern Pacific Company and South Pacific Coast Railway Company, the said defendants:

You are hereby required to appear and answer in writing, under oath, within fifteen days from the day of service of this summons upon you, the complaint of the above named plaintiff, W. H. Robinson, filed before and with the above entitled Board; and which said complaint is filed and proceeding instituted to obtain a decision and judgment of said Board that you have violated the provisions of Section 20, Article XII, of the Constitution of the State of California, by increasing the rates formerly lowered for the purpose of competition on monthly commutation tickets, so called, between San Francisco and Oakland and Alameda, and that you be compelled and ordered to adhere to the rates formerly established by reason of such competition for such tickets, to wit: that all such rates be fixed at not exceeding \$3 per month for as many round trips as there are days in the month, and that passengers may take such trips as they see fit. Also for general relief. All of which more fully appears from said complaint on file herein, to which you are hereby referred, and a copy of which is served herewith.

Given under my hand and seal of the Railroad Commissioners of the State of California, this twenty-ninth day of February, in the year of our Lord one thousand eight hundred and eighty-eight.

[SEAL.]

V. W. GASKILL,
Secretary Board of Railroad Commissioners.

RETURN OF SERVICE.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

I, W. P. Eldred, Bailiff of the Board of Railroad Commissioners, hereby certify that I personally served the within summons on W. V. Huntington, Secretary of the South Pacific Coast Railway Company, by delivering to him personally, in said city and county, State of California, a copy of said summons attached to a copy of the complaint.

Dated at San Francisco, this twenty-ninth day of February, 1888.

W. P. ELDRED,
Bailiff of the Board of Railroad Commissioners, State of California.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

I, W. P. Eldred, Bailiff of the Board of Railroad Commissioners, hereby certify that I personally served the within summons on G. L. Lansing, Secretary of the Southern Pacific Company, by delivering to him personally, in said city and county, State of California, a copy of said summons attached to a copy of the complaint.

Dated at San Francisco, this twenty-ninth day of February, 1888.

W. P. ELDRED,
Bailiff of the Board of Railroad Commissioners, State of California.

DEMURRER.

Before the Board of Railroad Commissioners of the State of California.

W. H. ROBINSON, *Plaintiff*,

vs.

SOUTHERN PACIFIC COMPANY (a corporation), and
SOUTH PACIFIC COAST RAILWAY COMPANY (a corporation), *Defendants.*

The defendant, Southern Pacific Company (a corporation), objects and demurs to the complaint of the above named plaintiff herein filed and for grounds specified:

First—That the said complaint does not state facts sufficient to authorize the proceeding or any proceeding against this defendant.

Second—That the said complaint does not conform to the requirements of Section 9, Chapter LIX, Statutes of 1880.

This defendant further presents and specifies the following grounds of objection and demurrer to the said complaint:

Third—That it does not contain a statement of the cause of complaint in ordinary and concise language, or in such manner as to enable this defendant to answer the same intelligently.

Fourth—That there is a misjoinder of parties defendant, in joining the defendant, South Pacific Coast Railway Company, as a party defendant with this defendant.

Fifth—That this Board of Railroad Commissioners has no jurisdiction over the cause of action or the subject-matter stated in the complaint.

Wherefore, this defendant respectfully asks for the judgment and order of this Board that this defendant should not further answer, and that the complaint and this action be dismissed.

JAMES C. MARTIN,

Attorney for defendant, Southern Pacific Company.

DEMURRER.

Before the Board of Railroad Commissioners of the State of California.

W. H. ROBINSON, *Plaintiff*,

vs.

SOUTHERN PACIFIC COMPANY (a corporation), and
SOUTH PACIFIC COAST RAILWAY COMPANY (a corporation), *Defendants.*

The defendant, South Pacific Coast Railway Company (a corporation), objects and demurs to the complaint of the above named plaintiff herein filed and for grounds specified:

First—That the said complaint does not state facts sufficient to authorize the proceeding or any proceeding against this defendant.

Second—That the said complaint does not conform to the requirements of Section 9, Chapter LIX, Statutes of 1880.

This defendant further presents and specifies the following grounds of objection and demurrer to the said complaint:

Third—That it does not contain a statement of the cause of complaint in ordinary and concise language, or in such manner as to enable this defendant to answer the same intelligently.

Fourth—That there is a misjoinder of parties defendant in joining the defendant, Southern Pacific Company, as a party defendant with this defendant.

Fifth—That this Board of Railroad Commissioners has no jurisdiction over the cause of action or the subject-matter stated in the complaint.

Wherefore, this defendant respectfully asks for the judgment and order of this Board that this defendant should not further answer, and that the complaint and this action be dismissed.

JAS. C. MARTIN,

Attorney for defendant, South Pacific Coast Railway Company.

HEARING ON DEMURRER.

At meeting of Board on May 29, 1888, the hearing on demurrer in case of Robinson vs. Southern Pacific Company et al. was taken up. J. P. Langhorne appeared for plaintiff and J. C. Martin for defendants. Two petitions from the citizens of Oakland and Alameda were also filed with the Board, and which were as follows:

To the honorable the Board of Railroad Commissioners of the State of California:

The undersigned (each of whom is a citizen and an assessed taxpayer of the City of Oakland, and has annexed to his signature his occupation and business address), respectfully represents:

That the local train and ferry system between Oakland and San Francisco, as it is now, and since the first day of November, A.D. 1887, has been operated by the Southern Pacific Company, with single trip, round trip, and special rates, individual, monthly, commutation tickets, interchangeable over the broad and narrow gauge lines, a choice of routes, and a train and a boat every fifteen minutes during the day, is the most desirable and beneficial that has been devised.

The ferry facilities thus afforded, and rates of fare established, are entirely satisfactory, and we respectfully request that no action be taken, nor order made, by your honorable Board, which may result in a return to any former ferry service, or former issue or use of ferry tickets, but that the system and service now in operation may be permitted to continue, and become permanent without change or alteration in any respect.

J. P. Langhorne introduced the following motion to strike the petitions from the files of the Board:

MOTION TO STRIKE OUT.

Before the Honorable Board of Railroad Commissioners of the State of California.

W. H. ROBINSON, Plaintiff,

vs.

SOUTHERN PACIFIC COMPANY (a corporation), and

SOUTH PACIFIC COAST RAILWAY COMPANY (a corporation), Defendants. }

Motion to strike out two certain petitions from the files of the Board of Railroad Commissioners.

Now comes W. H. Robinson, the above named plaintiff, and moves that this Board, before taking any further action in the above entitled matter, dismiss and strike from its files those two certain petitions filed with the Secretary of the Board on the tenth day of May, A. D. 1888, on behalf of the defendants herein, and purporting to be signed by certain citizens of the cities of Oakland and Alameda, respectively, and wherein and whereby this Board is urged not to reduce to former competing rates the monthly commutation passenger fares between the Cities of San Francisco, Oakland, and Alameda, and which reduction is contended for in this proceeding by said plaintiff.

This motion is made upon the following grounds:

I.—That this proceeding between this plaintiff and said railroad companies can, under Section 22, Article XII, of the Constitution, and the Act of the State Legislature, approved April 15, 1880, and the amended rules of procedure, adopted by this Board February 26, A. D. 1883, be heard and determined solely under the forms of procedure and pleadings therein prescribed.

II.—That neither of said petitions is competent as a pleading or as evidence of the question sought to be presented.

III.—That neither of said petitions is in the nature of a complaint or application for relief against a railroad or other transportation company, and hence under Section 22, Article XII, of said Constitution, this Board has no jurisdiction of either of said petitions.

IV.—That the expressed object and purpose of each of said petitions being to influence the action of this Board in favor of the defendant railway companies, upon the issue presented in this proceeding, and regularly presented before this Board, sitting under the powers conferred by the Constitution and statute of the State, as a judicial tribunal, sworn to try the issue according to the prescribed forms of procedure, and upon competent evidence; then each of said petitions is an impertinent, contemptuous, and insulting attempt corruptly to influence the action and determination of this Board in the question presented in this proceeding.

V.—That it would be a useless waste of time for this plaintiff further to prosecute before this Board the question presented in this proceeding, should this Board permit either of said petitions to remain upon its files, since, should the prayer of either of said petitions be granted, such action of this Board would necessarily dispose of the entire question presented by plaintiff in this proceeding regularly instituted by him; and hence this plaintiff is entitled to know, at this time, what disposition this Board will make of said petitions.

Wherefore, plaintiff's said motion to strike said petitions from the files of this Board is most respectfully submitted.

MAY 29, 1888.

W. H. ROBINSON, Plaintiff.

The motion to strike from the files was denied by unanimous vote of the Commission, on the ground that citizens of this State were entitled to petition this Board in all transportation matters affecting their interests.

The demurrers were then argued, and decision on same was reserved.

On June 8, 1888, W. H. Robinson introduced petitions from citizens of Oakland and Alameda as follows:

To the Honorable Board of Railroad Commissioners of California :

GENTLEMEN: We, the undersigned, residents of Alameda County and holders of commutation tickets, respectfully request you to enforce your recent decision declaring passengers entitled to the full number of rides on said tickets as they see fit to take them.

NAMES.

COMMUTER OR RESIDENT.

On September 4, 1888, Commissioner James W. Rea filed his opinion in case of Robinson vs. Southern Pacific Company et al., as follows:

OPINION OF COMMISSIONER REA.

Before the Board of Railroad Commissioners of the State of California.

W. H. ROBINSON, *Plaintiff,*

vs.

SOUTHERN PACIFIC COMPANY (a corporation), and

SOUTH PACIFIC COAST RAILWAY COMPANY (a corporation), *Defendants.*

The plaintiff is a resident of the City of Alameda, and the defendants are railroad corporations, owning local ferry lines operated by boats and trains between San Francisco, Oakland, and Alameda, and which are commonly known and designated as the broad gauge and narrow gauge lines.

This controversy involved the use of individual, special rate, monthly commutation tickets over these lines, and in various forms; upon the complaint in this action, and upon other similar complaints by the same plaintiff, it has been long pending, and has received much attention from the Board.

The plaintiff claims to represent a large number of the citizens of Oakland and Alameda, and he asks this Board to make an order and judgment which will in effect compel the defendants to return to a former ferry service and issue and use of tickets, under which the purchaser of a commutation ticket was permitted to ride over the single line for which the ticket was sold, once or oftener daily, until the number of trips called for by the ticket was exhausted. Under this former ferry system and service the commutation tickets were good only over the single line by which the tickets were issued, and were not honored for passage by the other line. The result was that the holders of these tickets who desired ferry transportation were compelled to wait for the train and boat called for by their tickets or to pay full fare on the other line.

Since the controversy was first brought before the Board, the railroad companies, the defendants herein, have, at the request of the citizens of Oakland and Alameda, made much joint provisions in the alternate starting of boats and trains, and in the use of single trip, round trip, and special rate individual monthly commutation tickets, that a train and boat start every fifteen minutes during the day, and the tickets over one line are honored for passage by the other; but with the limitation upon the individual monthly commutation ticket that it shall be honored for passage for one trip daily during the month for which it is issued. The citizens of Oakland and Alameda have thus been provided with a boat and train every fifteen minutes during the day, and interchangeable tickets, with a choice of routes, over the broad and narrow gauge lines. That the result of these concessions is highly satisfactory to the people of Oakland and Alameda, has been shown by formal expressions of the Boards of Trade of the respective cities, and by the petitions of many hundreds of their citizens. These petitions, which are authenticated by affidavit, represent in express terms that the local train and ferry system between San Francisco and Oakland and Alameda, as it is now, and since the first day of November, 1887, has been, operated with single trip, round trip, and special rate individual monthly commutation tickets, interchangeable over the broad and narrow gauge lines, a choice of routes, and a train and boat every fifteen minutes during the day, is the most desirable and beneficial that has been devised; that the ferry facilities thus afforded and rates of fare established are entirely satisfactory; and petitioners request that no action be taken, nor order made, by this Board, which may result in a return to any former ferry service or former issue or use of ferry tickets, but that the system and service now in operation may be permitted to continue and become permanent without change or alteration in any respect. Among the signers of these petitions are all of the members of the City Council of the City of Oakland, the principal city officers, and the members of the Board of Supervisors, and the principal county officers residing in that city, and the prominent bankers, merchants, business men, and real estate owners; also, all the members of the Board of Trustees of the City of Alameda, the principal city officers of that city, and the prominent business men, merchants, bankers, and real estate owners. I am satisfied that these petitioners know better than the Board can know what is and what is not for the best interests of the communities in which they live, and of which they constitute so large and prominent a part, and whose material interests are directly involved in the controversy.

A counter petition has been filed, but it does not purport to contradict the statement of the prior petition, "that the local train and ferry system, as now operated, is the best and

most beneficial that has been devised," and besides it has been to such an extent impeached by the affidavits of some of its own signers, and otherwise, that any effect it might have had is greatly impaired.

This controversy has been before the Commission at various times. When it was commenced it was considered a matter affecting the rights of commuters only, a body constituting a large and respectable portion of the citizens of Oakland and Alameda, and whose rights appeared to be assailed by an arbitrary action on the part of the railroad companies. Prior to the present showing the railroad companies made no defense, but contented themselves with objecting to the jurisdiction of this Board, insisting that the Commission had no right to attempt to adjust any of the matters complained of against them, and declining and refusing to enter into an investigation of the alleged charges, or to submit themselves to the order or process of the Board. Under this state of facts I then decided in favor of the plaintiff, treating the conduct of the railroad companies as contumacious, and their refusal to answer and enter into an investigation of the matter as a confession (for all purposes of the judgment) that the plaintiff's complaint was not only true, but that he and those he represented should have the relief asked for.

I did not think that the conduct of the railroad companies before the Board—their reliance solely upon the objections of a want of jurisdiction, their declination to appear and investigate the matter—entitled them to any consideration, and if the case now stood under the same circumstances I would decide as I did then. I refer to this at length because it is insisted that the Board is precluded by its former order from making any other or different disposition of the matter. The force of this objection is lost when we take into consideration the fact that the present hearing has been the only one which has been had upon a full and fair investigation of the controversy upon its merits.

I think it has been clearly developed at the present hearing that this contest affects rights and interests larger than those of the commuters, and which are equally entitled to respect and protection. It affects the interests of the owners of real estate in Oakland and Alameda, and of the business men of those cities, and of that larger class of local passengers who travel upon single trip and round trip tickets, all of whom are as directly interested as are the commuters in the frequency of trips, and in the character and quality of the ferry service, and it is evident from the data furnished that, as it stands now, the ferry service of these defendants is the cheapest public ferry service in the world. It has become apparent that we cannot give to the commuters all the privileges they ask for without endangering and injuring the privileges of these other and larger classes, whose interest it is to keep up the highest standard and quality of ferry service, and the greatest facilities for availing themselves of it, and whose rights at the hands of this Board are entitled to equal consideration with those of the commuters.

The Constitution confers upon the Board a large discretion in its action, which is not to be hampered by the technical points and strict legal forms which surround a Court. In so far as it can lawfully be done, this Board should comply with the wishes of the people most interested in the question presented, and with a view of securing the greatest good to the greatest number. As it manifestly appears that the present ferry system and service is, in the opinion of the citizens of Oakland and Alameda, most interested and best qualified to judge, and from the evidence adduced entirely satisfactory and the most desirable and beneficial that has been devised, it is my judgment that we should not interfere with it by compelling a return to the former system of operation.

For these reasons I hold that the present ferry system and service between San Francisco and Oakland and Alameda, with the present rates and privileges in the use of tickets, should not be disturbed, and that this action should not be any longer entertained, but should be dismissed.

JAMES W. REA,
Commissioner.

DECISION.

On September 5, 1888, Commissioner James W. Rea offered the following resolution:

Before the Board of Railroad Commissioners, State of California.

W. H. ROBINSON,

vs.

SOUTHERN PACIFIC COMPANY (a Corporation) ET AL. }

It is ordered that the demurrer to the complaint in this action be sustained and the action dismissed.

The resolution was adopted on following vote: Commissioners Abbott and Rea, aye; Commissioner White, no.

On September 14, 1888, a petition for rehearing in the case of Robinson vs. Southern Pacific Company et al., was filed by plaintiff, which is as follows:

PETITION FOR REHEARING.

Before the Honorable Board of Railroad Commissioners of the State of California.

W. H. ROBINSON, *Plaintiff*,
 vs.
 THE SOUTH PACIFIC COAST RAILWAY COMPANY and
 SOUTHERN PACIFIC COMPANY, *Defendants*.

In accordance with Rule XIII, regulating procedure before this honorable Commission, we petition you for a rehearing and change of your decision in the case herein stated, for the following reasons, as shown by the record of the case:

I.—Your decision of September 5, 1888, is in plain violation of the law and facts in the case.

This honorable Board has twice before found the facts and declared the law, and your own interpretations of the laws have been that the defendant has been violating the Constitution of the State since March 1, 1887, and is now doing so.

II.—Your decision of September fifth is a plain violation of your *rules* of procedure, specially Rule XIII.

III.—The data on which the honorable Commissioner from the Third District passes his opinion, does not justify his conclusions. and we think there are errors in his statement of facts, and that he has no authority to disregard the law.

We, therefore, ask you to rehear this case and decide on its merits and in accordance with the facts and the law, as twice placed on record by you.

W. H. ROBINSON, *Plaintiff*.

On October 18, 1888, Commissioner Rea offered a resolution, as follows:

In the Matter of the Ferry and Local Trains between San Francisco and Oakland and Alameda.

Resolved, That the present ferry and local train service system and passenger rates of the Southern Pacific Company between San Francisco and Oakland and Alameda, with single trip, round trip, and special rate individual monthly commutation tickets, good for passage over either the broad gauge line or the narrow gauge line, and giving a choice of routes and alternatng boats and trains at intervals of fifteen minutes during the day, as heretofore adopted and now in operation, have, and are hereby declared to have, the consent and approval of this Board. And, in the judgment of this Board, it would be detrimental to the best interests of the large majority of the people affected thereby to compel a return to any former system, or service, under which the issue and use of tickets would be limited to the single line for which they were sold, and which would result in depriving the ticket-holder of a choice of routes, and in forcing him either to wait for the boat and train of the single line for which his ticket was purchased, or to purchase an additional ticket over the other line. And it is therefore ordered that the petition of W. H. Robinson, to change the decision and judgment of this Board, made and rendered on the fifth day of September, A. D. 1888, and for a rehearing in the matter of W. H. Robinson vs. Southern Pacific Company (a corporation) and South Pacific Coast Railway Company (a corporation), be and the same is hereby denied.

A. ABBOTT.
 JAMES W. REA.

The same was adopted on following vote: Commissioners Abbott and Rea, aye; Commissioner White, no.

At meeting on October 18, 1888, Commissioner Abbott offered resolution as follows:

Resolved, That the bill of J. F. Gawthorne of \$2,116 60, for services as stenographer from July 1, 1887, to June 30, 1888, be approved and allowed, as the same is a reasonable and just compensation for such services.

Adopted by unanimous vote.

WESTERN CLASSIFICATION.

At meeting of the Board, held on November twelfth, the Secretary was instructed to notify the managers of all roads in the State that are not now using the Joint Western Classification to appear before the Board on December 10, 1888, at 11 o'clock A. M., and show cause why they should not adopt the same. In obedience to instructions the Secretary sent out said notices, of which the following is a sample:

OFFICE STATE BOARD OF RAILROAD COMMISSIONERS, }
 SAN FRANCISCO, CAL., November 14, 1888. }

MR. A. N. TOWNE, *General Manager Southern Pacific Company, San Francisco, Cal.:*

DEAR SIR: You are hereby cited to appear before this Commission on Monday, December tenth, at 11 o'clock A. M., and show cause, if any you have, why you should not adopt for the use of your company and leased lines within this State the "Western Classification."

Yours very respectfully,

V. W. GASKILL,
 Secretary.

To the foregoing citation of the Secretary, Mr. A. N. Towne replied by letter as follows:

SOUTHERN PACIFIC COMPANY, }
 SAN FRANCISCO, November 16, 1888. }

P. J. WHITE, *Esq., President State Board of Railroad Commissioners, San Francisco:*

DEAR SIR: I am in receipt of letter, under date of the fourteenth instant, from Secretary Gaskill by order of the Board, citing me to appear before you on Monday, December tenth, at 11 o'clock A. M., and show cause, if any, why we should not adopt for the use of our company and leased lines that which is known as the "Western Classification."

In this connection permit me to ask your favorable consideration to carry the meeting over to some later period; for the reason that the officers at the head of our traffic department, and the leading working forces, are now in St. Louis engaged in interstate matters, and it is not at all probable that they will be here as early as the tenth proximo, as they have a great work before them.

If you will kindly consider my appeal for more time, I will advise you promptly on their return, that you may fix an early date thereafter, when we will take much pleasure in meeting you at your rooms to consider this matter.

Yours truly,

A. N. TOWNE, *General Manager.*

The appeal for more time on the part of General Manager Towne was granted by the Commission, and the time for the hearing was postponed to some future date to be fixed by the Board.

COMMUNICATION FROM A. N. TOWNE.

On December 19, 1888, a letter was received from Mr. A. N. Towne, bearing on the subject-matter of the adoption of the so called "Western Classification," and as the subject is of such interest to the public, and is so exhaustively treated in said letter, the same is here published in full:

DECEMBER 18, 1888.

The honorable Board of State Railroad Commissioners:

GENTLEMEN: I am not unmindful of your kindly consideration in postponing, at my request, the meeting called at your office for the tenth instant, until after the return from the East of our traffic officers, who are so familiar with the subject-matter relating to a change of classification; and agreeably to promise, I shall hasten to inform you just as soon as they return, when they will most cheerfully respond to your wishes should you still desire to bring them before you to consider this matter—a subject which has had more thought, perhaps, than any other which comes before us. This, and the general "railroad problem," which is one of the most complex and decidedly difficult to thoroughly understand and intelligently comprehend of all the questions of the age, has engrossed the attention of the wisest men of our generation. It has taxed the untiring lawmakers of the various States and the Nation to their utmost to devise and frame acts, whereby the roads of the country shall be consistently controlled and successfully operated, under some other law than that which governs trade and commerce; and until this sophistry is abandoned no good will result to the roads or their patrons.

In the needless attempt to control the roads, the small amount of dollars and cents involved, per capita of the population, does not ever seem to have been considered, which is only equal in the aggregate to the amount of money expended annually for spirituous liquors, including malt liquors, used in the United States, which tax if directly levied by the Government at per capita tax of \$14 33, would produce a sum representing the entire annual receipts of the railroads in this country.

The Interstate Commerce Commission has given uniform classification much consideration, as have the traffic managers of all the lines of the country. These men have been in conference at different times for more than a year; meetings have been held at various places in the East, and have resulted in a failure to reach a satisfactory conclusion. The

Interstate Commerce Commission has expressed wishes that a uniform classification be brought about if possible, and to this end these traffickers have devoted their best endeavors. They found the country too large, the topography too varied, the resources too far extended, the conditions of trade and commerce too complex, and the railroad interests generally too greatly diversified, to classify and impartially measure them by fixed and unyielding principles. These traffic officers, by education and constant training, have acquired a knowledge of the laws of trade and commerce; they are thoroughly familiar with the country through which their various roads run, and the resources tributary to their respective lines; they are students of science, and the basis of their penetrating and comprehensive information is founded on life-long experience, upon the fixed and immutable laws of nature, and upon events that are constantly changing; and I am satisfied when you, gentlemen, have listened to what they have to say on the subject of classification, applied alike to all the roads and sections of the country, that you will be induced to forego any action, because it would establish unreasonable restraint upon our ability to fairly adjust the rates to the satisfaction of the public and to the company's requirements; and you will permit me, in this connection, to say that it would seem to be the province of the Commission, in its wisdom, to bring the people and the roads into sympathetic, instead of hostile relations, which would likely follow the necessary advance in our first class rates, in order to accomplish the results sought for by your honorable Board. No person, Legislature, or Congressional body, can fairly and honestly meet out even-handed justice to all by arbitrary or ill-considered acts, especially if unfamiliar with all the conditions surrounding and influencing the subject, and not particularly concerned in that which they would control.

There are few or no complaints from our patrons, who are well and cheaply served, and I need not add a word to the universal testimony of the past as to the prosperity and contentment sure to continue in the future under our present classification; and it follows that every individual of this vast State is directly concerned in the welfare, the relations, and the prosperity of the road, which are assured with the guarantee of fixed and stable rates. Every change that is made in rates or classification disturbs commercial relations and results in annoyance to the people. Railroad history and practical experience has taught all fair-minded people two great fundamental truths in respect to their management. The first is: That the roads must be permitted to earn sufficient to meet their obligations. The second is: That if the first is denied them, the owners must be deprived of fair returns upon their investment and the people must accept an inferior and very unsatisfactory service. Therefore, the management cannot, in the very nature of things, be subject to arbitrary and capricious rule; they should be left to exercise as wide a range of control in the internal affairs of the roads as the circumstances which ever surround them will admit, always having due regard to the development of the State by establishing fair, reasonable, and stable rates, which are of immeasurably greater importance to the people than a classification which is especially applicable to a section of the country differing in every essential from our own.

That the railroads have, from the beginning and everywhere, been great civilizers and distributors of the nation's wealth, no one will question. They are among if not the most potent agencies which have transformed outlying, worthless, and uninhabitable places into empires of wealth and population; they have, with their facilities for moving traffic, made possible the settlement of all sections of the republic; their construction has made us exceptionally rich in all that which goes to make a nation great and prosperous. Especially is this true respecting our own California. This great rich State has, within its boundaries, about three thousand five hundred and eighty-four miles of railroad; there are three trunk lines leading from the great basin out beyond its confines, which, together with all the side and tributary lines, make up, so to speak, a great harmonious whole, serving well and satisfactorily the people dependent upon them. These people, for far and near, have much to be thankful for and little to complain of. A change of classification, as proposed, to conform to that of Eastern States, would necessitate an advance of the first-class rate above the limit of those fixed by our charters for short distances, and which is less by one half than what is allowed in many of the States east of the Rocky Mountains.

Since commencing this communication, I have felt it necessary to travel beyond the lines which were contemplated, and I trust I may be permitted to add a few observations upon the question of railroad rates and their relation to the consumer. This is a subject little considered by those who are constantly purchasing of the merchants that which goes to make up the requirements of the daily demand, which embraces nearly all the articles of consumption. Space will not admit of this being considered with any completeness, but I will make a few illustrations. Take the articles in daily use in the line of clothing: The business suit, the retail price of which would be, say, \$25, the weight five pounds. Six cents would cover the freight charges on the suit for a distance of more than three hundred miles from this city. No one would expect a merchant to make a reduction from the price of the suit, even though the company should throw off all the freight charges. The same is applicable to boots, shoes, hats and caps, dress goods generally, groceries, and to nearly all the articles of consumption. The prevailing misconception of railroad usages, rights, and privileges, arises from the attempt to regulate them by that class of legislative enactments which are not applicable to any other kind of business. Apply the uniform classification principle to other callings, if you will, and take the press as an example. No two papers of the country enjoy the same patronage and circulation, and no two are burdened with the same character of expenses. Does any one believe

that this all-powerful agency would not double-lead its columns in resistance to a law compelling them, little and large, in city and hamlet, to adopt a uniform classification of prices, which the public might enjoy of that which the newspapers have to sell, and further enforce upon them the requirement that they should post their rates and classifications in a conspicuous place, wherever their papers were for sale, the same as required of the roads for that which they have to sell; *i. e.*, transportation. It might be convenient to the great army of business men and to servants seeking places, who may desire to purchase advertising space, to know that the published classification and schedule of rates should be the same, under all circumstances and in all places, just alike, but I submit that it would not be practicable, nor would it be right or fair to the papers, any more than it would be just or reasonable to enforce upon the roads this inconsistent requirement.

This communication would, deservedly, be deemed incomplete did I not at least mention that important factor, the element of cost, the expenses to which we are subject and from which other roads are exempt. Take, for instance, the item of fuel. The average cost per train mile, of all the roads of the United States, including our own (according to the tenth census reports, which contain the latest complete compilation of such data), is but 7.01 cents, while our cost for the year 1887 was 21.25 cents per mile run, which is 36 per cent greater than the entire locomotive expenses of the New York Central Railroad Company, including all items of every kind, such as general and running repairs, fuel, light, waste, and engine men, and 32 per cent greater than the Lake Shore and Michigan Southern Railroad Company's entire locomotive expenses. We are placed at a still *greater* disadvantage when compared with the Pennsylvania Central Railroad, which runs over great coal deposits for nearly its entire length.

If the Southern Pacific Company (Pacific system) had obtained fuel at the Pennsylvania Company's prices, its operating expenses would have been decreased, and the net earnings increased over \$2,000,000; while on the other hand, if the Pennsylvania road had paid our prices its operating expenses would have been increased and its net earnings decreased, in round numbers, \$5,000,000.

At the Chicago, Milwaukee, and St. Paul's prices, our operating expenses would have been decreased and the net earnings increased, even figures, \$1,800,000; while, at our fuel prices, the Chicago, Milwaukee, and St. Paul's expenses would have been increased and its net earnings decreased \$3,000,000.

At the Illinois Central fuel prices, our operating expenses would have been decreased and the net earnings increased \$2,300,000; while, at our prices, the Illinois Central's expenses would have been increased and the net earnings decreased, in even figures, \$2,300,000.

At the Chicago and Northwestern's prices, our operating expenses would have decreased and the net earnings increased \$2,200,000; while, at our figures, the Chicago and Northwestern's expenses would have been increased and its net earnings decreased \$4,200,000.

At the Lake Shore and Michigan Southern's prices, our operating expenses would have been decreased and the net earnings increased \$2,400,000; while the Lake Shore and Michigan Southern's expenses, at our prices for fuel, would have been increased and its net earnings decreased, in round numbers, \$2,700,000.

Certainly, no one would say that it was just to require us to adopt a classification which is applicable to these great lines, especially since the traffic (per mile of road), is on the Union Pacific road 58.01 per cent greater than on the Southern Pacific Company's lines; on the Chicago and Northwestern, 8.83 per cent greater than on the Southern Pacific Company's lines; on the Lake Shore and Michigan Southern, 234.13 per cent greater than on the Southern Pacific Company's lines; and on the New York Central, 388.66 per cent greater than on the Southern Pacific Company's lines. And, on the other hand, the cost of moving one ton of freight or one passenger (either or both), one mile on the Southern Pacific Company's lines (Pacific system), is 35.27 per cent greater than on the Union Pacific; 42.66 per cent greater than on the Chicago and Northwestern (which carries, practically, the same amount of traffic); 98.88 per cent greater than on the Lake Shore and Michigan Southern; and 54.62 per cent greater than on the New York Central. This mere brief outline of facts plainly and convincingly demonstrates that classifications and rates reasonable, fair, and just to the public and to the great systems of railroads in the Eastern States, could not be fairly and justly applied to the traffic of the Southern Pacific Company's lines.

In passing, I must not forget to call your attention to another important factor entering into the cost of transportation. None of these great roads east have so many adverse physical characteristics to overcome as our own roads here. The total rise of all grades (or the sum of the ascent plus the sum of the descent, in feet,) per mile of road on the Southern Pacific Company's lines is 154.7 per cent greater than on the New York Central; 162.13 per cent greater than on the Lake Shore and Michigan Southern Railway; 34.40 per cent greater than on the Chicago, Milwaukee, and St. Paul; and 60.5 per cent greater than on the Illinois Central.

We estimate by comparison, and as the basis of value upon nearly all things is founded upon their relative worth or excellence, we will say, with all these great advantages in favor of eastern lines and against our own, that there should not be urged upon us a classification in full and perfect harmony with the conditions of population, traffic, and other circumstances that ever surround them.

In any and all comparisons with railroads in the Mississippi Valley and Atlantic States, and the Pacific Coast lines, the much higher cost of labor, fuel, and supplies of all kinds for

the operation of the latter roads should be carefully considered. In general, the roads east of the Rocky Mountains have low and short maximum grades, and attain at no point any high elevation; while, on the other hand, the Central and Southern Pacific lines have maximum grades running up as high as one hundred and seventy-four feet to the mile, and in passing from the great Central Valley of California northward, eastward, and southward, cross high mountain ranges which have been very costly to construct and are expensive to operate.

The railroads are constantly cheapening their charges for the carriage of persons and property, and they are entitled to the same generous treatment accorded to other kinds of business. They expect this, and they ask for nothing further. Our own roads here are cheapening their charges more in proportion than the roads of the East. Take, as an illustration, the State of Massachusetts for the year 1887. The average charge per ton per mile for freight transported was 1.58, while, on our Southern Pacific Company's lines (Pacific system), it was but 1.43. Their average rate per mile for passengers, for the same period, was 1.87 against our own of 2.09; and all this with the great disproportionate expense account running against our roads.

Some writer has told us of the decline of the New England States. The occupation of the farmer of the past has gone; he no longer "hauls grist to the nearest mill;" all this is changed; the miller takes in city boarders, and grinds no grain; the sturdy intelligent farmer has moved westward. In the West this sturdy farmer finds cheap lands from which he produces great food staples. The low rate the railroads have quoted make possible the profitable cultivation of the lands of the great West, and, at the same time, gives to the consumer of New England his food supplies cheaper than he can produce them at home. All will see and admit that the agricultural decay of New England has been very marked, but in its place there comes a development of other industries which profitably occupy the people, who are nearly all fed from the cultivated farms two thousand miles away.

Let us reflect upon the all-absorbing topic which has for years so greatly disturbed the tranquillity of that all-powerful nation, Great Britain. The industrious Irish tenant farmer, in his deplorable condition, finds no development of other industries, and in his distress appeals for and demands of the nearly bankrupt landlord, more favorable terms for the land he cultivates in competition with the farmer five thousand miles removed, and with the ranchmen here in our own State more than seven thousand miles by the shortest rails and ocean lines which separates the producer and consumer, all of which is overcome by the carriers, and the feeding of millions of people made possible by the low prices charged by transportation lines. The poor Irish tenant farmer can scarcely live in competition with the American farmer, even in his hovel, poorly fed and ill clothed. The rents charged him, from \$1 50 to \$1 75 per acre, for lands superior to the average cultivated by the smaller holdings of that people, to us would not seem unreasonable; but to give to the landlords the remunerative rentals of the past, and to once again make a successful agricultural country of Ireland, the carriers of this country will have to be regulated up instead of down, in their rates.

Narrow-minded men say that the railroads are reaching out to control arbitrarily the cost of all the necessities of life; they fear that our republican institutions will suffer under the present system of tolerating what they term "unequal opportunities;" but a moment's reflection will convince any fair-minded person that it is the "unequal opportunities" which make possible the feeding of the hungry millions of Europe from the grain-fed live-stock farms of America.

I have endeavored to show you how small a factor the charges for the carriage of freight is in the cost of articles purchased by the consumer for what we term, in this country, a short distance, viz., three hundred miles. Apply this same reasoning, for example, to the great food staple, grain, from this country to Liverpool, and the fact remains that freight rates cut little or no figure in the price paid by the consumer for his daily supplies. Wheat has been taken by rail and ocean from California to Liverpool at a rate which adds but 2.12 mills to the price of a family loaf of bread, weighing one-half pound; and in large quantities, rates from Minnesota to Liverpool have been so low at times, as to increase the cost of the same sized loaf but .73 of a mill.

Uniformity of regulation, without corresponding uniformity of condition, will necessarily be a failure, since all regulation should have reference to the condition which makes it necessary or advisable. Completely analogous conditions cannot exist over a widely extended territorial area, existing under the same government. Governmental regulation must, therefore, adapt itself by wise variation, so that the reason which called forth the regulation, shall have complete justification in the condition to which such regulation is addressed.

In conclusion, I will add that our State has grown rich and prosperous under the classification which was made necessary in consequence of the arbitrary and unreasonable low maximum for the higher class of goods under which our charters were granted; and, in view of this and other facts set forth, I am confident that these reasons will be sufficiently clear to convince your honorable Board that there should be no change, and I believe that these arguments, founded on facts, will persuade you to hesitate before introducing such important innovations.

Yours very truly,

A. N. TOWNE.

EXPENSE ACCOUNT

OF THE COMMISSION, FROM DECEMBER 31, 1887, TO DECEMBER 1, 1888.

Incidental account, including distribution of reports, postage, expressage, printing, stationery, telegraphing and telephone service, subscriptions to daily papers and railroad journals_	\$477 75
Traveling expense account_	54 65
Rent account_	825 00
	<hr/>
	\$1,357 40

PART III.

BLANK FORM OF REPORT.



THE BLANK FORM OF REPORT FURNISHED.

NOTE.—The following blank form of Annual Report was furnished by the Railroad Commissioners to each railroad company in the State, for the year ending December 31, 1887.

[Title Page.]

Annual Report of the Rail.... Company, to the Board of Railroad Commissioners
of the State of California, for the year ending December 31, 1887.

[Fly-Leaf.]

GENERAL INSTRUCTIONS.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO,....., 1887. }

To the Rail..... Company:

Blanks are herewith furnished for the annual reports to be made by you to this office for the year ending December 31, 1887.

These reports are to be completed and forwarded to the Board of Railroad Commissioners, at 320 Sansome Street, San Francisco.

The facts and statistics deduced from the questions proposed are to be tabulated and incorporated into the *printed* report of the Commissioners.

Explanations, when required, will be promptly given by letter, or, if necessary, in person, and it is earnestly requested that you commence forthwith the preparation of your reports, so that all correspondence necessary to the understanding of the questions proposed should be completed before making the returns to this office.

If answers to any of these questions proposed cannot conveniently be inserted in the blank spaces left in the tables, they may be set forth in separate sheets appended.

Please acknowledge receipt.

By order of the Board of Railroad Commissioners.

.....Secretary.

[Page 1.]

.....Rail.....Company.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

.....

.....

BUSINESS ADDRESS OF THE COMPANY.

.....

The.....Rail.....Company was incorporated....., 18.., and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

1		2		3	
Names of Railroad Companies	Dates of Incorporation	Names of Railroad Companies	Dates of Incorporation	Names of Railroad Companies	Dates of Incorporation
.....
.....

NOTE.—In column 1, place the companies consolidated into the present company ; and in each succeeding column, the companies consolidated into those named in the preceding column.

[Page 2.]

----- Rail ----- Company.

CAPITAL STOCK.

1. Capital stock authorized by charter*	\$	
2. Capital stock authorized by votes of company		
3. Capital stock issued [number of shares]; amount paid in		
4. Capital stock paid in on shares not issued [number of shares]		
5. Total amount paid in, as per books of the company		
6. Amount of capital stock issued but not full paid		
7. Amount per share still due thereon		
8. Par value of shares issued		
9. Total number of stockholders		
10. Number of stockholders in California		
11. Amount of stock held in California		
DEBT.		
12. Funded debt as follows:		
Bonds		
Interest paid on same during year		
Certificates of indebtedness		
Interest paid on same during year		
13. Total amount of funded debt†	\$	
14. Unfunded debt:		
Incurred for construction, equipment, or purchase of property	\$	
All other debts, current credit balances, etc.		
15. Total amount of unfunded debt		
16. Total gross debt liabilities	\$	
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets	\$	
Cash on hand		
Materials and supplies on hand		
Sinking funds		
Other securities and debt balances		
18. Total net debt liabilities	\$	

* By original articles of incorporation. † For details, see pages 36, 37, and 38.

[Page 3.]

----- Rail ----- Company.

19. Amount of bonds or stocks of other companies guaranteed, principal or interest, or on which interest is paid by this company, giving name of each	\$	
20. Amount of claims against the company which for any reason have not been entered upon the books	\$	
	\$	
	\$	
	\$	

[Page 4.]

----- Rail ----- Company.

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

		To December 31, 1887.
1. Grading and masonry		\$
2. Bridging .....		.....
3. Superstructure, including rails .....		.....
4. Land .....		.....
Land damages .....		.....
Fences .....		.....
5. Passengers and freight stations .....		.....
6. Engine houses, car sheds, and turntables .....		.....
7. Machine shops, including machinery and tools .....		.....
8. Interest .....		.....
9. Engineering .....		.....
Agencies, salaries, and other expenses during construction .....		.....
10. Branch, [original cost, \$ .....	..... ; purchased for .....	.....
..... Branch, [original cost, \$ .....	..... ; purchased for .....	.....
11. Total cost of construction		\$

Equipment.

	Number	To December 31, 1887.	
		Cost.	
12. Locomotives	\$
13. Snow plows on wheels
14. Parlor cars
15. Sleeping cars
16. Passenger cars
Mail cars
Baggage cars
17. Freight cars
Other cars
18. Total for equipment

[Page 5.]

-----Rail-----Company.

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. *Lands.*

Give a description of the land, and in what town or city and county located. If not used in business of road, so state.

	To December 31, 1887.
	\$ -----

20. *Stock of other roads.*

Specifying Each.	To December 31, 1887.			
	Number of Shares	Price Paid.		
		Per Share.	Total.	
		\$ -----		\$ -----

21. *Bonds of other roads.*

Specifying Each.	To December 31, 1887.		
	Nominal Amount.	Price Paid.	
	\$ -----	\$ -----	

[Page 6.]

----- Rail ----- Company.

PROPERTY PURCHASED, ETC.—Continued.

22. Other Securities.

Specifying Each.	To December 31, 1887.			
	Nominal Amount.		Price Paid.	
-----	\$ -----	-----	\$ -----	-----
-----	-----	-----	-----	-----

23. Steamboat Property.

Specifying Each.	To December 31, 1887.			
	Nominal Amount.		Price Paid.	
-----	\$ -----	-----	\$ -----	-----
-----	-----	-----	-----	-----

[Page 7.]

----- Rail ----- Company.

PROPERTY PURCHASED, ETC.—Continued.

24. Investments in transportation lines.

Specifying Each.	To December 31, 1887.			
	Nominal Amount.		Price Paid.	
-----	\$ -----	-----	\$ -----	-----
-----	-----	-----	-----	-----

25. Other property purchased.

Specifying Each.	To December 31, 1887.			
-----	\$ -----	-----	\$ -----	-----
-----	-----	-----	-----	-----

26. Total for property purchased, etc.-----	\$ -----	-----	-----	-----
27. Whole amount of permanent investments -----	-----	-----	-----	-----
28. Property in California -----	-----	-----	-----	-----
29. Amount of supplies and materials on hand -----	-----	-----	-----	-----
30. Cash and cash assets -----	-----	-----	-----	-----
31. Total property and assets of the company -----	-----	-----	-----	-----

[Page 8.]

-----Rail-----Company.

32. SINKING AND CONTINGENT FUNDS.

Showing amount of same and their purpose.

Applicable to Redemption of what Bonds.		Terms and Conditions of Funds.	Total to December 31, 1887.			Received during year	Applied during year	On hand Dec. 31, 1887
Character.	Series.		Invested.	Applied.	On Hand.			
-----	-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----	-----

[Page 9.]

-----Rail-----Company.

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	-----	\$	-----
2. Bridging	-----	-----	-----
3. Superstructure, including rails	-----	-----	-----
4. Land	-----	-----	-----
Land damages	-----	-----	-----
Fences	-----	-----	-----
5. Passenger and freight stations	-----	-----	-----
Woodsheds and water stations	-----	-----	-----
6. Engine houses, car sheds, and turntables	-----	-----	-----
7. Machine shops	-----	-----	-----
8. Engineering, agencies, salaries, and other expenses during construction	-----	-----	-----
9. Locomotives	[No.-----]	-----	-----
10. Snow plows on wheels	[No.-----]	-----	-----
11. Parlor cars	[No.-----]	-----	-----
12. Sleeping cars	[No.-----]	-----	-----
13. Passenger, mail, and baggage cars	[No.-----]	-----	-----
14. Freight and other cars	[No.-----]	-----	-----
15. Purchase of other roads, specifying what	-----	-----	-----

[Page 10.]

-----Rail-----Company.

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR—Continued.

Amount brought forward from page 9	-----	\$	-----
16. Subscriptions or loans to other roads, specifying same	-----	-----	-----
17. Any other expenditures charged to property account, specifying same	-----	-----	-----
18. Total	-----	\$	-----
19. Property sold and credited to property account during the year, specifying same	-----	-----	-----
20. Net addition to property account for the year	-----	\$	-----

[Page 11.]

-----Rail-----Company.

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company.....	\$-----	-----
2. Derived from passengers from and to other roads, over roads operated by this company.....	-----	-----
3. Derived from other roads as tolls for use of passenger cars.....	-----	-----
4. Derived from other sources belonging to passenger department.....	-----	-----
5. Derived from express and extra baggage.....	-----	-----
6. Derived from mails.....	-----	-----
7. Total earnings from passenger department.....	\$-----	-----
8. Derived from local freight on roads operated by this company.....	\$-----	-----
9. Derived from other roads as tolls for use of freight cars.....	-----	-----
10. Derived from freight from and to other roads on joint tariff.....	-----	-----
11. Derived from other sources belonging to freight department.....	-----	-----
12. Total earnings from freight department.....	\$-----	-----
13. Derived from rents for use of road and equipments when leased.....	\$-----	-----
-----	-----	-----
14. Total transportation earnings.....	\$-----	-----
15. Earnings per mile of road operated.....	\$-----	-----
16. Earnings per train mile (total passenger and freight).....	-----	-----

[Page 12.]

-----Rail-----Company.

REVENUE FOR THE YEAR—Continued.

Amount brought forward from page 11.....	\$-----	-----
17. Income derived from rent of property, other than road and equipment, specifying same.....	-----	-----
-----	-----	-----
18. Income derived from all other sources (including accretions from sinking funds, investments in stocks, bonds, steamboat property, transportation lines, etc.), specifying same.....	-----	-----
-----	-----	-----
19. Total income derived from all sources.....	\$-----	-----

[Page 13.]

----- Rail ----- Company.

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes—State and local.....	\$.....	
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV		
3. Insurance premiums and losses by fire, and damages for fires set by engines		
4. Telegraph expenses		
5. Total	\$.....	
6. Proportion belonging to passenger department*	\$.....	
7. Proportion belonging to freight department*	\$.....	

* NOTE BY COMMISSIONERS.—Computed on *gross receipts* from passenger and freight departments. If computed on different basis, state accordingly.

[Page 14.]

----- Rail ----- Company.

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR—Continued.

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties).....	\$.....	
2. Iron rails laid, deducting old rails taken up. (Number of miles.....; weight per yard.....).....		
Number of miles.....; weight per yard		
Number of miles.....; weight per yard		
3. Steel rails laid, deducting old rails taken up. (Number of miles.....; weight per yard.....).....		
Number of miles.....; weight per yard		
Number of miles.....; weight per yard		
4. New ties. (Number.....) cost		
5. Repairs of bridges		
6. Repairs of buildings and fixtures (stations and turntables).....		
7. Repairs of and additions to machine shops and machinery		
8. Repairs of fences, road crossings, and signs		
9. Removing ice and snow		
10. Repairs of locomotives		
11. New locomotives, charged to operating expenses		
12. Repairs of snow plows		
13. New snow plows, charged to operating expenses		
14. Fuel for engines and cars: Number of cords of wood.....; cost		
Number of tons of coal.....; cost		
15. Water and water stations		
16. Fuel for stations and shops		
17. Oil and waste		
18. Switchmen, watchmen, flag and signalmen		
19. Total	\$.....	
20. Proportion of same to passenger department*	\$.....	
21. Proportion of same to freight department*.....		
22. Of the above there was expended for other than <i>ordinary</i> repairs		

* NOTE BY COMMISSIONERS.—Computed on *gross receipts* from passenger and freight departments. If computed on different basis, state accordingly.

[Page 15.]

----- Rail ----- Company.

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR—Continued.

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	\$	
2. New passenger, mail, and baggage cars, charged to operating expenses .....	.....
3. Damages and gratuities, passengers .....	.....
4. Salaries, wages, and incidentals of passenger trains .....	.....
Salaries, wages, and incidentals of ferries .....	.....
5. Salaries, wages, and incidentals of passenger stations .....	.....
6. Amount paid other corporations or individuals not operating roads, for use of passenger cars and repairs of same .....	.....
7. Amount paid other roads for balance of mileage of passenger cars .....	.....
8. <i>Total</i>	\$	

[Page 16.]

----- Rail ----- Company.

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR—Concluded.

Class IV—Freight traffic expenses.

1. Repairs of freight cars	\$	
Repairs of dump and work cars .....	.....
2. New freight cars, charged to operating expenses .....	.....
3. Damages and gratuities, freight .....	.....
4. Salaries, wages, and incidentals of freight trains .....	.....
Salaries, wages, and incidentals of ferries .....	.....
5. Salaries, wages, and incidentals of freight stations .....	.....
6. Paid corporations or individuals not operating road, for use of freight cars .....	.....
7. Amount paid other roads for balance of mileage of freight cars .....	.....
8. <i>Total</i>	\$	
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	\$	
10. Per train mile (total passenger and freight)	[.....]	
11. Percentage of expenses to total transportation earnings	[.....]	
12. Amount paid other companies as rent for use of road (specifying each company, the amount and basis on which rent is computed) .....	.....
13. <i>Total expenses</i>	\$	

[Page 17.]

-----Rail-----Company.

NET INCOME, DIVIDENDS, ETC.

1. Total net income.....	\$.....	
2. Percentage of same to capital stock and net debt.....		
3. Percentage of same to total property and assets.....		
4. Interest accrued during the year:		
On funded debt.....	\$.....	
On other debt.....		
Total.....		
5. Dividends declared (..... per cent) for the year. Amount.....		
6. Date of last dividend declared.....	[.....]	
7. Balance for the year, or surplus (or deficit).....	[.....]	
8. Surplus (or deficit) at commencement of the year.....	[.....]	
Deduct or add entries made in profit and loss account during the year, not included in the foregoing statement.....	[.....]	
9. Surplus (or deficit) at commencement of the year, as changed by afore- said entries.....		
10. Total surplus (or deficit) December 31, 1887.....		
11. Paid to sinking funds, in hands of Trustees.....		

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from Passenger Department, as per "Revenue for the Year," No. 7.....	\$.....	
2. Per passenger train mile.....		
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6.....		
4. Expenses, proportion of "Maintenance of Way and Buildings, and Move- ment Expenses," as per Class II, No. 20.....		
5. Expenses, "Passenger Traffic," as per Class III, No. 8.....		
6. Total expenses.....		
7. Per passenger train mile.....		
8. Net earnings.....		
9. Per passenger train mile.....		

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from Freight Department, as per "Revenue for the Year," No. 12.....	\$.....	
2. Per freight train mile.....		
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7.....		
4. Expenses, proportion of "Maintenance of Ways and Buildings, and Move- ment Expenses," as per Class II, No. 21.....		
5. Expenses, "Freight Traffic" as per Class IV, No. 8.....		
6. Total expenses.....		
7. Per freight train mile.....		
8. Net earnings.....		
9. Per freight train mile.....		

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-----Rail-----Company.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1887.

	December 31, 1887.	
DEBITS.		
Cost of road	\$ -	
Cost of equipment	
Other investments	
Supplies and materials on hand	
Sinking funds in hands of Trustees	
Cash, cash assets, and other items (specifying same)	
Profit and loss (loss, if any)	
<i>Total</i>	\$ -	
CREDITS.		
Capital stock	\$ -	
Funded debt	
Other debts (specifying same)	
Profit and loss (profit, if any)	
<i>Total</i>	\$ -	

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-----Rail-----Company.

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1887.

	Debits.		Credits.	
.....	\$	\$
.....

[Pages 20-23.]

-----Rail-----Company.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From	to
From	to

[Page 24.]

-----Rail-----Company.

DESCRIPTION OF ROAD—Continued.

2.	Length of main line of road from.....to.....	-----
	Length of main line in California.....	-----
	Length of main line in other States.....	-----
3.	Length of line with track laid, if road is not completed.....	-----
4.	Length of double track on main line.....	-----
5.	Branches owned by the company.....	-----
	(Names and description of; single or double track).....	-----
6.	Total length of branches owned by the company.....	-----
7.	Total length of branches owned by the company in California.....	-----
8.	Total length of branches owned by the company in other States.....	-----
9.	Length of double track on branches.....	-----
10.	Total length of road belonging to this company.....	-----
11.	Aggregate length of siding and other tracks not enumerated above.....	-----
12.	Same in California.....	-----
13.	Aggregate length of track belonging to this company computed as single track.....	-----
14.	Same in California.....	-----
15.	Total length of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard.....)	-----
16.	Number of spans of bridges of twenty-five feet and upwards, in California.....	-----
	Number of spans of bridges of twenty-five feet and upwards, outside State.....	-----
17.	Number of iron bridges (aggregate length,.....feet) in California.....	-----
	Number of iron bridges (aggregate length,.....feet) outside State.....	-----
18.	Number of wooden bridges (aggregate length,.....feet) in California.....	-----
	Number of wooden bridges (aggregate length,.....feet) outside State.....	-----

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-----Rail-----Company.

DESCRIPTION OF ROAD—Continued.

Bridges built within the year in California.

Location.	Kind.	Material.	Length.	When Built.
-----	-----	-----	-----	-----
-----	-----	-----	-----	-----
Miles of embankment replaced by bridges or trestlework, during year, in California				-----
Miles of embankment replaced by bridges or trestlework, during year, outside State				-----
19. Number of crossings of highways at grade, in California				-----
Number of crossings of highways at grade, outside State				-----
20. Number of crossings of highways over railroad, in California				-----
Number of crossings of highways over railroad, outside State				-----
21. Number of crossings of highways under railroad, in California				-----
Number of crossings of highways under railroad, outside State				-----
22. Number of highway bridges eighteen feet above track, in California				-----
Number of highway bridges eighteen feet above track, outside State				-----
23. Number of highway bridges less than eighteen feet above track, in California				-----
Number of highway bridges less than eighteen feet above track, outside State				-----
24. Number of highway crossings at which gates or flagmen are maintained, in California				-----
Number of highway crossings at which gates or flagmen are maintained, outside State				-----
25. Number of highway crossings at which electric signals are maintained, in California				-----
Number of highway crossings at which electric signals are maintained, outside State				-----
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California				-----
Number of highway crossings at which there are neither electric signals, gates, nor flagmen, outside State				-----

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-----Rail-----Company.

DESCRIPTION OF ROAD—Continued.

27. Number of railroad crossings at grade.....	-----
28. Number of the railroad crossings over the roads (specifying same).....	-----
29. Number of railroad crossings under other railroads (specifying each).....	-----

[Page 27.]

-----Rail-----Company.

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

30. Names, description, and length of each.

Name of Company.	Termini.		Length (Miles).	Dates of Lease.		Amount of Rental.
	From.	To.		From.	To.	
-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----

[Page 28.]

-----Rail-----Company.

ROADS BELONGING TO OTHER COMPANIES, ETC.—Continued.

31. Total length of above roads	-----
32. Total length of above roads in California	-----
33. Total length of above roads in other States (specifying each).....	-----
34. Total miles of road operated by this company	-----
35. Total miles of road operated by this company in California	-----
36. Number of stations on all roads operated by this company	-----
37. Number of stations on all roads owned by this company	-----
38. Same in California.....	-----
39. Miles of telegraph on line of road operated by this company	-----
40. Miles of telegraph owned by this company	-----
41. Number of telegraph offices in company stations.....	-----
42. Number of telegraph stations operated by this company	-----
43. Number of telegraph stations operated jointly by railroad and telegraph companies	-----

[Page 29.]

-----Rail-----Company.

ROLLING STOCK.

	Number.	Average Weight.	Market Value.
1. Locomotives.....			\$.....
Average weight of engines in working order.....			
Maximum weight of engines in working order.....[.....]			
2. Tenders.....			
Average weight of tenders full of fuel and water.....			
Maximum weight of tenders full of fuel and water.....[.....]			
Average joint weight of engines and tenders.....			
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender.....[.....feet]			
4. Total length of heaviest engine and tender over all.....[.....feet]			
5. Snow plows.....			
6. Passenger cars.....			
Average weight.....			
Maximum weight.....[.....]			
7. Mail and baggage cars.....			
8. Eight-wheel box freight cars.....			
9. Four-wheel box freight cars.....			
10. Eight-wheel platform cars.....			
11. Four-wheel platform cars.....			
12. Other cars.....			
Coal and gravel.....			
13. Total market value.....			\$.....
14. Total number of freight cars, including coal, etc., on a basis of eight wheels.....			
15. Number of locomotives equipped with train brakes.....			
(Kind of brake.....)			
16. Number of cars equipped with train brakes.....			
(Kind of brake.....)			
17. Number of passenger cars with Miller platform and buffer.....			

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-----Rail-----Company.

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	
2. Rate of speed of express passenger trains, including stops	
3. Rate of speed of accommodation trains, including stops	
4. Miles run by freight trains	
5. Rate of speed of express freight trains, including stops	
6. Rate of speed of accommodation freight trains, including stops	
7. Miles run by other trains, and for what purpose	
8. Total train miles run	
9. Total number of passengers carried	
Number of through passengers going east (or north)	
Number of through passengers going west (or south)	
Number of local passengers going east (or north)	
Number of local passengers going west (or south)	
10. Total passenger mileage, or passengers carried one mile	
11. Passenger mileage to and from other roads	
Average number of miles traveled by each local passenger	
Average number of miles traveled by each through passenger	
Average number of miles traveled by each passenger, through and local	
12. Number of tons freight carried (not including gravel)	
Number of tons freight from other States, carried	
Number of tons freight in this State, carried	
Number of tons freight produced in this State, carried	
Number of tons of each class of freight produced in this State, carried	

[Page 31.]

-----Rail-----Company.

MILEAGE, TRAFFIC, ETC.—Continued.

13. Total freight mileage, or tons carried one mile	
14. Freight mileage to and from other roads	
15. Highest rate of fare per mile for any distance (excluding one mile)	
16. Lowest rate of fare per mile for any distance (single fare)	
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets	
18. Average rate of fare per mile received from passengers to and from other roads	
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket	
20. Average rate of fare per mile for all passengers	
21. Highest rate of freight per ton per mile for any distance	
22. Lowest rate of freight per ton per mile for any distance	
23. Average rate of local freight per ton per mile on roads operated by this company	
24. Average rate of freight per ton per mile to and from other roads	
25. Average rate of freight per ton per mile for all	
Average rate of freight per ton per mile, products of this State	
Average rate of freight per ton per mile, products of other States	
26. Average number of cars in passenger trains (including baggage cars)	
27. Average number of cars in freight trains—basis of eight-wheel	

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-----*Rail*-----*Company*.

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

[Page 34.]

-----*Rail*-----*Company*.

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

[Page 35.]

-----*Rail*-----*Company*.

STATEMENT OF EACH ACCIDENT IN CALIFORNIA—Continued.

[Page 36.]

.....Rail.....Company.

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

[illegible]

[Page 37.]

.....Rail.....Company.

12. TABLE A. FUNDED DEBT—Continued.

[illegible]

[Page 38.]

-----Rail-----Company.

12. TABLE B. U. S. GOVERNMENT BONDS ISSUED TO THE COMPANY.

Bonds.				Payable in Coin or Currency.	Interest.			Bonds.	Remarks.
Due ----- Date of ----- Series ----- Character of -----				Principal ----- 	Interest ----- 	Discount ----- Proceeds of Sale --- Amount ----- Accrued ----- Rate ----- Commencing ----- When Payable ----			

[Page 39.]

.....Rail.....Company.

TABLE C. LENGTH IN MILES OF ROADS AND TRACKS

			Length of Track December 31, 1887.			
State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Single.		Double.	
Main Line and Branches.	From.	To.	Iron.	Steel.	Iron.	Steel.
Main line without State -----	State line -----	-----	-----	-----	-----	-----
Main line within State -----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----
Total on whole road, December 31, 1887 -----	-----	-----	-----	-----	-----	-----
Total constructed during the year -----	-----	-----	-----	-----	-----	-----
Total within the State constructed during year -----	-----	-----	-----	-----	-----	-----
Total without the State constructed during year -----	-----	-----	-----	-----	-----	-----
The length of rail is double the length of single track, columns (b) and (c) above.	December 31, 1887.					
	Within State.		Without State.		Total.	
	Length in Miles-----	Average Weight per Mile-----	Total Weight (Tons).-----	Length in Miles-----	Average Weight per Mile-----	Total Weight (Tons).-----
	-----	-----	-----	-----	-----	-----
Length of iron rail -----	-----	-----	-----	-----	-----	-----
Length of steel rail -----	-----	-----	-----	-----	-----	-----
Total length of iron rail laid during the year -----						
Total length of steel rail laid during the year -----						
Total length of iron rail replaced by steel rail during the year -----						
Of the iron rail, the length of rerolled iron was -----						

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----- Rail. ----- Company.

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

Bonds.			Interest Payable.			Total amount of Bonds or Cash.	Disposed of			Interest Accrued to Company.		Amount held by Company as an investment.	Remarks.
Character of.	Date.	Due.	By whom.	When.	Rate.		Amount of Bonds.	Cash realized.	Discount.	Dec. 31, 1887.	During year.		
							\$	\$	\$	\$	\$	\$	\$

[Page 41.]

----- Rail. ----- Company.

TABLE E. OTHER AIDS OR GRANTS, FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.

Lands Granted by the United States Government.

To what Railroad Company.	Acres per Mile.	Number of Miles.	Number of Acres.			Estimated Value.	
			Total.	Less Reserve by Government.	Net Total.	Per Acre.	Total.
						\$	\$

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----- Rail ----- Company.

TABLE E—Continued.

Lands or Property, including Right of Way donated by States, Counties, Towns, Corporations, or Individuals, stating in detail the amount of Land granted for Right of Way, for Stations, for Shops, for Storehouses, etc.

By Whom Donated.	Description of Property.	Estimated Value.		Proceeds, if Sold.	
-----	-----	\$ -----	-----	\$ -----	-----
-----	-----	-----	-----	-----	-----
-----	-----	\$ -----	-----	\$ -----	-----

Bonds whereof Principal is Payable by Company—Interest by State or other Parties.

Character of.	Date When.		Amount.	Interest.		
	Issued.	Due.		Rate.	Accrued.	By Whom Payable.
-----	-----	-----	\$ -----	-----	\$ -----	-----
-----	-----	-----	-----	-----	-----	-----

[Page 43.]

-----Rail-----Company.
TABLE F. SALES OF LANDS GRANTED BY UNITED STATES GOVERNMENT.
Total Sales and Accrued Interest, in Currency and Coin.

	Acres Sold.	Average Price....	Amount.			
			Principal.	Interest Accrued.	Total.	
-----		\$-----	\$-----	\$-----	\$-----	
-----		-----	-----	-----	-----	
Lands.....	} Prior to Dec. 31, 1887.	-----	-----	-----	-----	
Timber and stumpage.....		-----	-----	-----	-----	
Total to December 31, 1887.....		\$-----	\$-----	\$-----	\$-----	
During the year.....		\$-----	\$-----	\$-----	\$-----	

Amounts Paid and Due on Sales above Stated—Currency and Coin.

	Amount Due.			Amount Paid.		
	Principal.	Accrued Interest.	Total.	Principal.	Interest.	Total.
To December 31, 1887.....	\$-----	\$-----	\$-----	\$-----	\$-----	\$-----
-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----
During year.....	\$-----	\$-----	\$-----	\$-----	\$-----	\$-----

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-----Rail-----Company.

TABLE F.—CONTINUED.

Net Cash Receipts in Coin, Deducting Discount on Currency and Expenses.

	Received in Currency--	Discount on same-----	Coin.				Net Coin Receipts.
			Currency Reduced to Coin.	Coin.	Less Expenses.		
To December 31, 1887-----	\$-----	\$-----	\$-----	\$-----	\$-----		^a \$-----
During year-----	\$-----	\$-----	\$-----	\$-----	\$-----		\$-----

Application of Amount placed in hands of Trustees for Redemption of Bonds (to be stated in Coin).

	Bonds Redeemed.			Total Receiv- ed by Trust- ees-----	Balance on hand-----	Discount or Premium on Bonds Redeemed.
	Number.	Amount.	Cost.			
To December 31, 1887-----	-----	\$-----	\$-----	\$-----	\$-----	\$-----
During year-----	-----	-----	-----	-----	-----	-----
Total-----	-----	\$-----	\$-----	^b \$-----	\$-----	\$-----
Cash from sales not placed in hands of Trustees-----	-----	-----	-----	^c \$-----	-----	-----
Total net receipts as above stated (a)=(b+c)-----	-----	-----	-----	\$-----	-----	-----

Patents received to December 31, 1886—number of acres ----- [-----]
 Number of purchasers to December 31, 1887----- [-----]
 Average number of acres sold to each ----- [-----]

[Page 45.]

----- Rail ----- Company.

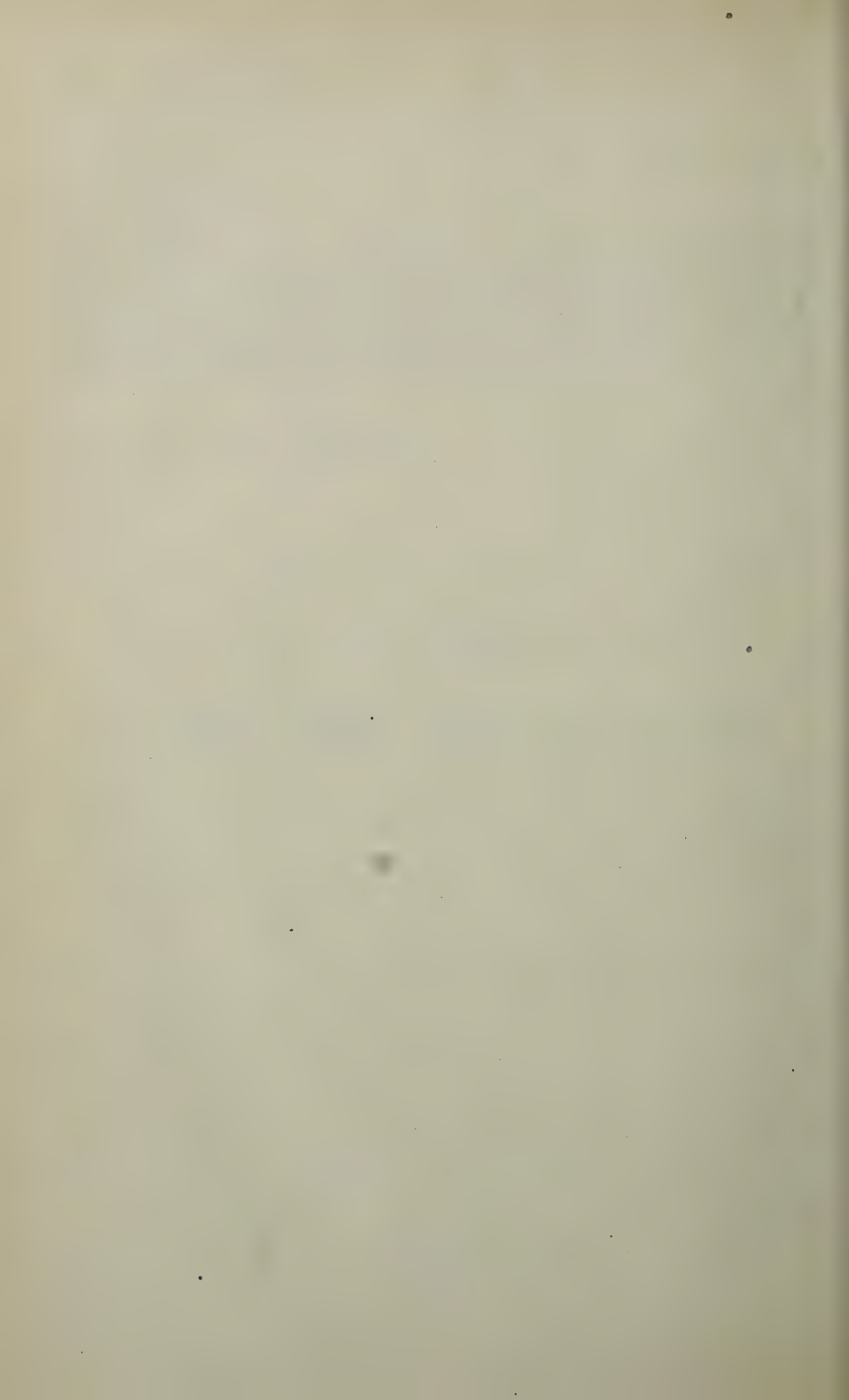
STATE OF CALIFORNIA, }
County of ----- } ss.

-----, President of the ----- Company, and ----- of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing ----- sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1887.

Subscribed and sworn to before me this ----- day of -----, 188...

PART IV.

REPORTS OF BROAD GAUGE ROADS.



REPORTS OF RAILROAD COMPANIES

TO THE BOARD OF RAILROAD COMMISSIONERS, FOR YEAR ENDING
DECEMBER 31, 1887.

NOTE.—In the reports of the several companies herein contained, all inquiries in the blank form of report which were left unanswered by the companies respectively have been omitted, both for economy of space and greater clearness.

AMADOR BRANCH RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President.....	San Francisco.
Charles F. Crocker, Vice-President.....	San Francisco.
Timothy Hopkins, Treasurer.....	San Francisco.
W. V. Huntington, Secretary.....	San Francisco.
Charles Crocker.....	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner of Fourth and Townsend Streets.....San Francisco.

The Amador Branch Railroad Company was incorporated July 3, 1875.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$675,000 00
2. Capital stock authorized by votes of company.....	675,000 00
3. Capital stock issued [number of shares, 6,750]; amount paid in.....	675,000 00
5. Total amount paid in, as per books of the company.....	675,000 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	12
10. Number of stockholders in California.....	11
11. Amount of stock held in California.....	636,800 00

DEBT.

12. Funded debt as follows:	
Bonds.....	\$675,000 00
Interest paid on same during year.....	\$40,500
13. Total amount of funded debt.....	\$675,000 00
14. Unfunded debt:	
All other debts, current credit balances, etc.....	20,250 00
16. Total gross debt liabilities.....	\$695,250 00
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Sinking funds, first mortgage bonds.....	4,850 00
Other securities and debt balances.....	29,530 50
18. Total net debt liabilities.....	\$660,869 50

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

11. Total cost of construction.....	\$11,362,124 39
-------------------------------------	-----------------

PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS, ETC.

26. Total for property purchased, etc.....	\$1,362,124 39
30. Cash and cash assets	29,530 50
31. Total property and assets of the company.....	\$1,391,654 89

REVENUE FOR THE YEAR.

13. Derived from rents for use of road and equipment when leased.....	\$48,000 00
Less general expenses	9 00
14. Total transportation earnings	\$47,991 00
19. Total net income derived from all sources	47,991 00

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

(See lessee's report.)

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$47,991 00
2. Percentage of same to capital stock and net debt	3 ⁵ / ₁₀₀
3. Percentage of same to total property and assets	3 ⁴ / ₁₀₀
4. Interest accrued during the year:	
On funded debt	40,500 00
6. Date of last dividend declared	[none]
7. Balance for the year, or surplus	7,491 00
8. Surplus at commencement of the year	\$18,763 89
9. Surplus at commencement of the year, as changed by aforesaid entries	18,763 89
10. Total surplus (or deficit) December 31, 1887	26,254 89

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT, AND RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(See lessee's report.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1887.

Debits.

Cost of road.....	\$1,362,124 39
Cash, cash assets, and other items (specifying same).....	34,380 50
Total.....	\$1,396,504 89

Credits.

Capital stock	\$675,000 00
Funded debt	675,000 00
Other debts (specifying same)	20,250 00
Profit and loss (profit, if any).....	26,254 89
Total.....	\$1,396,504 89

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1887.

	Debits.	Credits.
Rental		\$48,000 00
General expenses	\$9 00	
Coupon interest	40,500 00	
Balance (profit).....	7,491 00	
Total	\$48,000 00	\$48,000 00

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	Dec. 4, 1876.
From Galt to Ione.....	
2. Length of main line of road from Galt to Ione.....	27.2000 miles.
Length of main line in California.....	27.2000 miles.
10. Total length of road belonging to this company.....	27.2000 miles.
11. Aggregate length of siding and other tracks not enumerated above.....	2.7447 miles.
12. Same in California.....	2.7447 miles.
13. Aggregate length of track belonging to this company computed as single track.....	29.9447 miles.
14. Same in California.....	29.9447 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail: (weight per yard——).....	All iron; 44 tons per mile of rail.
16. Number of spans of bridges twenty-five feet and upwards, in California.....	3
18. Number of wooden bridges (aggregate length, 2,063 feet), in California....	42
19. Number of crossings of highways at grade, in California.....	17
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	17

ROLLING STOCK.

(See lessee's report.)

MILEAGE, TRAFFIC, ETC.

(See lessee's report.)

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
First mortgage ---	Jan. 1, 1877.	Jan. 1, 1907.	Gold	Gold	6	January and July.
Authorized Amount.	Total Issued December 31, 1887.	Accrued Interest.		Amount of Bonds Outstanding December 31, 1887.		
		During Year.				
\$675,000	\$675,000	\$40,500		\$675,000		

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.		LENGTH OF TRACK DECEMBER 31, 1887.							
		Single.	Length of Roadway — Single and Double Track.			Reduced to Single Track.			
			Iron.	Iron.	Iron and Steel.	Iron.	Iron.	Iron and Steel.	
									Track.	Sidings.	Tracks and Sidings.
Main Line and Branches.		From.	To.	Iron.	Iron.	Iron and Steel.	Iron.	Iron.	Iron and Steel.
Main line within State		Galt	Ione	27,2000	27,2000	27,2000	2,7447	(b) 29,9447	29,9447
Total on whole road, December 31, 1887				27,2000	27,2000	27,2000	2,7447	29,9447	29,9447
December 31, 1887.									
The length of rail is double the length of single track, column (b) above.		Within State.			Total.				
		Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).		
Length of iron rail			59,8894	44	2,635,1336	59,8894	44	2,635,1336	

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Charles F. Crocker, Vice-President of the Amador Branch Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-four sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1887.

CHAS. F. CROCKER,
W. V. HUNTINGTON.

Subscribed and sworn to before me, this eighth day of June, 1888.

E. B. RYAN,
Notary Public.

ATLANTIC AND PACIFIC RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

H. C. Nutt, President.....	Boston, Massachusetts.
E. F. Winslow, Vice-President.....	New York City.
H. W. Gardiner, Secretary and Treasurer.....	Boston, Massachusetts.
F. E. Hancock, Auditor.....	Boston, Massachusetts.
C. W. Smith, General Manager.....	Boston, Massachusetts.
W. A. Bissell, General Agent.....	San Francisco, California.
W. L. Frost.....	Boston, Massachusetts.
W. B. Strong.....	Boston, Massachusetts.
B. P. Cheney.....	Boston, Massachusetts.
G. O. Shattuck.....	Boston, Massachusetts.
C. C. Burr.....	Boston, Massachusetts.
A. W. Nickerson.....	Boston, Massachusetts.
Levi C. Wade.....	Boston, Massachusetts.
Jesse Seligman.....	New York City.
C. P. Huntington.....	New York City.
Brice Gray.....	New York City.
W. F. Buckley.....	New York City.

BUSINESS ADDRESS OF THE COMPANY.

Albuquerque.....	New Mexico.
Eastern Office, 95 Milk Street.....	Boston, Massachusetts.

The Atlantic and Pacific Railroad Company was incorporated July 27, 1866, by Act of Congress of the United States.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$100,000,000 00
8. Par value of shares issued.....	100 00

DEBT.

12. Funded debt as follows:	
Bonds.....	\$33,413,534 00
13. Total amount of funded debt.....	33,413,534 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

This company did no construction in California, but purchased its road between The Needles and Mojave, California, from the Southern Pacific Company, by virtue of a contract entered into by the respective companies on August 20, 1884.

REVENUE FOR THE YEAR.

2. Derived from passengers from and to other roads, over roads operated by this company	\$944,608 70
Miscellaneous	6,954 32
5. Derived from express and extra baggage	49,397 88
6. Derived from mails	84,635 07
7 Total earnings from passenger department	\$1,085,595 97
12. Total earnings from freight department	1,553,798 57
14. Total transportation earnings	\$2,639,394 54
<i>Note: The following is a statement of earnings pertaining to the State of California:</i>	
Passenger	\$241,305 58
Freight	451,094 41
Mail	25,390 52
Express	14,837 46
Miscellaneous	1,974 92
Total	\$734,602 89
17. Income derived from rent of property, other than road and equipment	\$143,548 34

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR (IN CALIFORNIA).

Class II—Maintenance of Way and Buildings, and Movement Expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	\$68,078 72
3. Steel rails laid, deducting old rails taken up	5,174 12
4. New ties, cost	34,286 92
5. Repairs of bridges	29,046 68
6. Repairs of buildings and fixtures (stations and turntables)	3,533 59
7. Repairs of and additions to machine shops and machinery	23,653 88
8. Repairs of fences, road crossings, and signs	298 51
10. Repairs of locomotives	58,484 57
14. Fuel for engines and cars	70,245 30
15. Water and water stations	11,000 35
16. Fuel for stations and shops	2,584 00
18. Switchmen, watchmen, flag and signalmen	9,407 44
19. Total	\$315,794 08

Class III—Passenger traffic expenses.

1. Repair of passenger, mail, and baggage cars	\$4,172 16
3. Damages and gratuities, passengers	7,433 06
4. Salaries, wages, and incidentals of passenger trains	31,338 28
5. Salaries, wages, and incidentals of passenger stations	3,267 78
7. Amount paid other roads for balance of mileage of passenger cars	27,170 55
8. Total	\$73,381 83

Class IV—Freight traffic expenses.

1. Repairs of freight cars	\$16,396 11
3. Damages and gratuities, freight	3,031 30

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from passenger department, as per "Revenue for the Year," No. 7	\$241,305 58
2. Per passenger train mile .....	.0172 cents.

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from freight department, as per "Revenue for the Year," No. 12	\$451,094 41
2. Per freight train mile .....	.0119 cents.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1887.

Debits.

Cost of road and equipment	{ old -----	\$22,458,792 87	
	{ new -----	89,048,105 40	
			\$111,506,898 27
Supplies and materials on hand	-----		391,852 31
Cash	-----	\$407,031 49	
Stocks and bonds	-----	18,000 00	
Due from the United States	-----	36,765 33	
Bills receivable	-----	37,949 63	
Amounts receivable	-----	92,418 79	
			592,162 21
Profit and loss (loss, if any)	-----		4,241,564 03
Total	-----		\$116,732,479 82

Credits.

Capital stock	-----	\$74,810,300 00	
Funded debt	-----		13,823,000 00
Other debts (specifying same), first mortgage bonds	-----	\$19,590,534 00	
Interest on first mortgage bonds	-----	359,436 66	
Bills payable	-----	7,767,812 17	
Accounts payable	-----	381,396 99	
			28,099,179 82
Total	-----		\$116,732,479 82

DESCRIPTION OF ROAD.

2. Length of main line of road from Albuquerque to Mojave	-----	802.41 miles.
Length of main line in California	-----	242.37 miles.
Length of main line in other States	-----	560.04 miles.
5. Branches owned by the company:		
(Names and description of; single or double track)	-----	Gallup coal banks.
6. Total length of branches owned by the company	-----	4.04 miles.
8. Total length of branches owned by the company in other States	-----	4.4 miles.
10. Total length of road belonging to this company	-----	806.81 miles.

ROLLING STOCK.

	No.	Average Weight.
1. Locomotives	46	92,875
Maximum weight of engines in working order	[117,750]	
2. Tenders	46	
Maximum weight of tenders full of fuel and water	[32,000]	
4. Total length of heaviest engine and tender over all	[60 feet]	
5. Snow plows	1	
6. Passenger cars	9	
Maximum weight	[52,400]	
7. Mail, baggage, and express cars	9	
8. Freight cars	299	
10. Platform cars	403	
12. Other cars	157	
Coal and gravel	79	

MILEAGE, TRAFFIC, ETC. (IN CALIFORNIA).

1. Miles run by passenger trains	-----	215,761
4. Miles run by freight trains	-----	316,879
9. Total number of passengers carried	-----	77,110
10. Total passenger mileage, or passengers carried one mile	-----	14,050,953
12. Number of tons freight carried (not including gravel)	-----	197,490.24

LIST OF ACCIDENTS IN CALIFORNIA.

	Total on whole road operated.	
	Killed.	Injured.
Passengers		6
Employés	13	38
Others	10	6
Totals	23	50

TERRITORY OF NEW MEXICO, }
County of Bernalillo. } ss.

W. C. Hazledine, Solicitor of the Atlantic and Pacific Railroad Company, being duly sworn, deposes and says, that the statements, tables, and answers contained in the foregoing forty-four sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1887.

WM. C. HAZLEDINE.

Subscribed and sworn to before me, this twenty-eighth day of August, 1888.

KARL A. SNYDER,
United States Commissioner.

BERKELEY BRANCH RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President.....San Francisco.
Charles F. Crocker, Vice-President.....San Francisco.
Timothy Hopkins, Treasurer.....San Francisco.
W. V. Huntington, Secretary.....San Francisco.
C. P. Huntington.....New York.

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner of Fourth and Townsend Streets.....San Francisco.

The Berkeley Branch Railroad Company was incorporated September 25, 1876.

CAPITAL STOCK.

1. Capital stock authorized by charter.....\$100,000 00
2. Capital stock authorized by votes of company.....100,000 00
3. Capital stock issued [number of shares, 1,000]; amount paid in.....100,000 00
5. Total amount paid in, as per books of the company.....100,000 00
8. Par value of shares issued.....100 00
9. Total number of stockholders.....10
10. Number of stockholders in California.....8
11. Amount of stock held in California.....54,700 00

DEBT.

12. Funded debt as follows:	
Bonds.....	\$100,000 00
Interest paid on same during year.....	\$6,000 00
13. Total amount of funded debt.....	\$100,000 00
14. Unfunded debt:	
All other debts, current credit balances, etc.	28,289 32
16. Total gross debt liabilities.....	\$128,289 32
17. Amount of cash, material, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Sinking funds.....	\$13,009 58
18. Total net debt liabilities.....	\$115,279 74

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

26. Total for property purchased, etc.....	\$237,695 83
31. Total property and assets of the company.....	\$237,695 88

32. SINKING AND CONTINGENT FUNDS.

Showing amount of same and their purpose.

Application to Redemption of what Bonds.	Terms and Conditions of Funds.	Total to December 31, 1886—Invested.	Received During Year.	Applied During Year.	On Hand December 31, 1887.
Character.					
First mortgage.....	\$2,000 per annum to be set aside for a Sinking Fund, beginning in 1881.	\$13,009 58	\$9,000	\$9,000	\$13,009 58

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

8. Engineering, agencies, salaries, and other expenses during construction.	
Storehouse, East Berkeley.....	\$78 28
20. Net addition to property account for the year.....	\$78 28

REVENUE FOR THE YEAR.

13. Derived from rents for use of road and equipment when leased.....	\$13,824 00
Less general expenses.....	9 20
14. Total transportation earnings.....	\$13,814 80
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.), (specifying same), Sinking Fund interest.....	510 00
19. Total income derived from all sources.....	\$14,324 80

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

(See lessee's report.)

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$13,814 80
2. Percentage of same to capital stock and net debt	6.41
3. Percentage of same to total property and assets	5.10
4. Interest accrued during the year:	
On funded debt	6,000 00
7. Balance for the year, or surplus	7,814 80
8. Surplus at commencement of the year	\$12,421 34
9. Surplus at commencement of the year, as changed by aforesaid entries	12,421 34
10. Total surplus, December 31, 1887	20,236 14
11. Paid to sinking funds, in hands of Trustees	9,000 00

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT, AND RECEIPTS,
EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(See lessee's report.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1887.

<i>Debits.</i>	
Cost of road	\$237,695 88
Sinking fund in the hands of Trustees	13,009 58
Total	\$250,705 46
<i>Credits.</i>	
Capital stock	\$100,000 00
Funded debt	100,000 00
Other debts (specifying same)	25,229 32
Sinking fund interest	2,180 00
Unpaid coupons	3,060 00
Profit and loss (profit, if any)	20,236 14
Total	\$250,705 46

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1887.

	Debits.	Credits.
Rental		\$13,824 00
Interest	\$2,180 00	
Expense	9 20	
Coupon interest	6,000 00	
Balance profit	5,634 80	
Totals	\$13,824 00	\$13,824 00

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Shell Mound to Berkeley	Aug. 16, 1876.
From Berkeley to Berryman's	July 1, 1878.
2. Length of main line of road from Shell Mound to Berryman's	3.8363 miles.
Length of main line in California	3.8363 miles.
10. Total length of road belonging to this company	3.8363 miles.
11. Aggregate length of siding and other tracks not enumerated above	1.0890 miles.
12. Same in California	1.0890 miles.
13. Aggregate length of track belonging to this company computed as single track	4.9253 miles.
14. Same in California	4.9253 miles.
15. Total length of steel rail in tracks belonging to this company, not including steel top rail (weight per yard, fifty pounds)	4.0395 miles.
18. Number of wooden bridges (aggregate length, 47 feet) in California	1
19. Number of crossings of highways at grade, in California	13
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	12
27. Number of railroad crossings at grade	1
California and Nevada Narrow Gauge at Adeline Street.	

MILEAGE, TRAFFIC, ETC.

(See lessee's report.)

12. TABLE A. FUNDED DEBT.

To include all Bonds Payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
First mortgage..	Jan. 1, 1877..	Jan. 1, 1997..	Gold.....	Gold	6	Jan. and July.
Authorized Amount.	Total Issued December 31, 1887.	Accrued Interest.		Amount of Bonds Outstanding December 31, 1887.		
		During Year.	Overdue.			
\$100,000 00	\$100,000 00	\$6,000 00	-----	\$100,000 00		

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE) OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.		Length of Track December 31, 1887.									
		Single.		Length of Roadway—Single and Double Track.		Reduced to Single Track.				Track and Sidings.	
		Steel.	To.	Steel.	Iron and Steel.	Track.	Sidings.	Iron.	Steel.	Iron. (b).	Steel. (c).
Main Line and Branches.	From.										
Main line within State	Shell Mound	3.8363	Berryman ..	3.8363	3.8363	3.8363	0.8858	0.2032	0.2032	0.8858	4.0395
Total on whole road December 31, 1887		3.8363		3.8363	3.8363	3.8363	0.8858	0.2032	0.2032	0.8858	4.9253
Total constructed during year		-----		-----	-----	-----	-----	-----	-----	0.2032	0.2032
Total within the State constructed during year		-----		-----	-----	-----	-----	-----	-----	0.2032	0.2032
The length of rail is double the length of single track, columns (b) and (c) above.		December 31, 1887.									
		Within the State.					Total.				
		Length in Miles.		Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.		Average Weight per Mile (Tons).	Total Weight (Tons).		
Length of iron rail		1.7716		44.0000	77.9504	1.7716		44.0000	77.9504		
Length of steel rail		8.0790		39.2857	317.3892	8.0790		39.2857	317.3892		
Total length of iron rail laid during year (construction of sidings)		0.4064		44.0000	17.8816	0.4064		44.0000	17.8816		

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Charles F. Crocker, Vice-President of the Berkeley Branch Railroad Company, and W. V. Huntington, Secretary of said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-four sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1887.

CHAS. F. CROCKER.
W. V. HUNTINGTON.

Subscribed and sworn to before me, this eighth day of June, 1888.

E. B. RYAN,
Notary Public.

CALIFORNIA CENTRAL RAILWAY COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

George O. Manchester, President.....	Boston, Massachusetts.
C. W. Smith, Vice-President.....	Boston, Massachusetts.
Herman Silver, Secretary and Treasurer.....	San Bernardino, California.
Geo. L. Goodwin, Assistant Treasurer.....	Boston, Massachusetts.
John P. Whitehead, Controller and General Auditor.....	Boston, Massachusetts.
Fred J. Perris, Chief Engineer.....	San Bernardino, California.
D. McCool, General Manager.....	San Bernardino, California.
Giles Kellogg, Auditor.....	San Bernardino, California.
H. L. Drew.....	San Bernardino, California.
I. F. Crank.....	Los Angeles, California.
A. W. Francisco.....	Los Angeles, California.
M. L. Wicks.....	Los Angeles, California.
E. S. Babcock, Jr.....	San Diego, California.
Anson Brunson.....	Los Angeles, California.
George H. Bonebrake.....	Los Angeles, California.
O. J. Hough.....	San Diego, California.
C. E. French.....	Santa Ana, California.

BUSINESS ADDRESS OF THE COMPANY.

California Central Railway Company.....San Bernardino, California.

The California Central Railway Company was incorporated May 20, 1887, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
Riverside, Santa Ana, and Los Angeles Railway Company.....	September 29, 1885.
Los Angeles and San Gabriel Valley Railroad Company.....	September 5, 1883.
Los Angeles and Santa Monica Railroad Company.....	January 6, 1886.
San Diego and Central Railroad Company.....	November 8, 1886.
San Bernardino and San Diego Railway Company.....	November 20, 1886.
San Bernardino and Los Angeles Railway Company.....	November 22, 1886.
San Bernardino Valley Railway Company.....	January 12, 1887.
San Jacinto Valley Railway Company.....	March 7, 1887.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$8,700,000 00
Increase authorized by vote of stockholders at special meeting, December 22, 1887	1,800,000 00
2. Capital stock authorized by votes of company	10,500,000 00
3. Capital stock issued [number of shares, 14,060, in exchange for stock of the consolidated companies]; amount paid in	4,008,000 00
Capital stock issued [number of shares, 26,020, on account of construction].	
5. Total amount paid in as per books of the company	4,008,000 00
8. Par value of shares issued	100 00
9. Total number of stockholders	12
10. Number of stockholders in California	9
11. Amount of stock held in California	18 shares 1,800 00

DEBT.

12. Funded debt, as follows:	
Bonds	\$4,008,000 00
Interest paid on same during year	\$51,100 00
13. Total amount of funded debt	\$4,008,000 00
14. Unfunded debt:	
All other debts, current credit balances, etc.	\$381,029 59
15. Total amount of unfunded debt	381,029 59
16. Total gross debt liabilities	\$4,389,029 59
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets	453,810 05
Cash on hand	\$141,705 59
Accounts receivable, agents foreign roads, etc.	312,104 46
18. Total net debt liabilities	\$3,935,219 54

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry	\$671,732 45
2. Bridging	187,496 81
3. Superstructure, including rails	1,585,194 21
4. Land	222,896 78
5. Passenger and freight stations	116,824 65
6. Engine houses, car sheds, turntables, buildings, and water stations	} 275,276 99
7. Machine shops, including machinery and tools, and part equipment, wharves and docks, including levee at Los Angeles	
Telegraph	20,076 46
9. Engineering	92,324 87
Agencies, salaries, and other expenses during construction	611,098 67
Capital stock issued under contract for construction of road	2,602,000 00
Capital stock issued in exchange for stocks of the consolidating companies	1,406,000 00
11. Total cost of construction	\$7,790,921 89

Equipment.

	No.	Cost.
13. Snow plows on wheels	14	\$126,025 89
16. Passenger cars	9	40,900 26
17. Freight cars	83	43,620 42
Other cars	7	1,992 64
18. Total for equipment	113	\$212,539 21

22. Other Securities.

Precipice Cañon Water Company, 15 shares	\$892 50
Marine Railway and Dry Dock Company, 100 shares, part payment	9,000 00

23. Steamboat Property.

One tug, "General McPherson"	\$12,538 90
------------------------------------	-------------

32. SINKING AND CONTINGENT FUNDS.

Showing amount of same, and their purpose.

Applicable to redemption of what bonds.—Character.	Terms and conditions of funds.
First mortgage	The Railway Company from and after the first day of June, 1890, shall set aside each year from the net earnings, after paying the interest on all the first mortgage bonds, an amount sufficient to purchase one per cent of the outstanding bonds at 110 and accrued interest, and from June 1, 1910, the proportion to be purchased in each year shall be increased at the discretion of the Directors, so as to provide for redemption of all of said bonds on or before maturity.

EXPENDITURE CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

20. Net addition to property account for the year	\$8,025,892 50
---	----------------

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	\$168,648 61
2. Derived from passengers from and to other roads, over roads operated by this company	83,824 68
5. Derived from express and extra baggage	6,407 30
6. Derived from mails	1,340 78
7. Total earnings from passenger department	<u>\$260,221 37</u>
8. Derived from local freight on roads operated by this company	\$115,655 85
10. Derived from freight from and to other roads on joint tariff	118,349 57
11. Derived from other sources belonging to freight department	1,892 07
12. Total earnings from freight department	<u>\$235,897 49</u>
14. Total transportation earnings	<u>\$496,118 86</u>
15. Earnings per mile of road operated	\$4,116 87
16. Earnings per train mile (total passenger and freight)	1 96

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local	\$6,247 14
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	26,134 61
3. Insurance premiums and losses by fire, and damages for fires set by engines	6,349 16
4. Telegraph expenses	9,575 03
5. Total	<u>\$48,305 94</u>
6. Proportion belonging to passenger department	\$25,336 46
7. Proportion belonging to freight department	22,969 48

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties).....	\$38,751 66
5. Repairs of bridges	493 00
6. Repairs of buildings and fixtures (stations and turntables).....	4,779 99
7. Repairs of and additions to machine shops and machinery	41 80
8. Repairs of fences, road crossings, and signs.....	182 91
10. Repairs of locomotives.....	16,338 77
14. Fuel for engines and cars:	
Number of cords of wood, 73; cost.....	484 68
Number of tons of coal, 10,696; cost.....	93,501 67
15. Water and water stations.....	1,848 87
17. Oil and waste.....	1,934 13
18. Switchmen, watchmen, flag and signalmen	10,428 67
19. Total	\$168,790 98
22. Of the above there was expended for other than <i>ordinary</i> repairs.....	\$3,942 77

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars.....	\$5,676 36
3. Damages and gratuities, passengers.....	107 89
4. Salaries, wages, and incidentals of passenger trains.....	40,795 14
5. Salaries, wages, and incidentals of passenger stations.....	28,666 92
6. Amount paid other corporations or individuals not operating roads, for use of passenger cars and repair of same.....	1,305 66
7. Amount paid other roads for balance of mileage of passenger cars.....	9,240 77
8. Total	\$85,792 74

Class IV—Freight traffic expenses.

1. Repairs of freight cars.....	\$10,246 47
3. Damages and gratuities, freight.....	5,268 49
4. Salaries, wages, and incidentals of freight trains.....	28,384 92
5. Salaries, wages, and incidentals of freight stations.....	36,643 71
6. Paid corporations or individuals not operating road for use of freight cars.....	74 04
7. Amount paid other roads for balance of mileage of freight cars.....	6,214 64
8. Total	\$86,832 27
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	\$442,995 76
10. Per train mile (total passenger and freight).....	252,428 miles. 1 75
11. Percentage of expenses to total transportation earnings.....	\$496,118 86 89 29
12. Amount paid other companies as rent for use of road (specifying each company, the amount and basis on which rent is computed):	
Rental of miscellaneous buildings.....	1,488 89
Rent of engines.....	11,534 94
Paid California Southern Railroad Company amount paid by it under contract with Southern Pacific Company for rental of track between Colton and Los Angeles, 57.5 miles, at \$1,200 per mile per annum.....	\$40,250 00
13. Total expenses.....	\$442,995 76

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$53,123 10
2. Percentage of same to capital stock and net debt.....	$\frac{6}{10}$ of 1 per cent.
3. Percentage of same to total property and assets.....	$\frac{6}{10}$ of 1 per cent.
4. Interest accrued during the year:	
On funded debt	\$51,000 00
Total.....	51,000 00
7. Balance for the year, or surplus (or deficit)	2,023 10
10. Total surplus (or deficit) December 31, 1887	2,023 10

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from Passenger Department, as per "Revenue for the Year," No. 7.....	\$260,221 37
2. Per passenger train mile.....	1 54
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6.....	25,336 46
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 20.....	88,530 87
5. Expenses, "Passenger Traffic," as per Class III, No. 8.....	85,792 74
6. Total expenses.....	199,660 07
7. Per passenger train mile.....	1 18
8. Net earnings.....	60,561 30
9. Per passenger train mile.....	36

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from Freight Department, as per "Revenue for the Year," No. 12.....	\$235,897 49
2. Per freight train mile.....	2 80
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7.....	23,969 48
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 21.....	80,260 11
5. Expenses, "Freight Traffic," as per Class IV, No. 8.....	86,832 27
6. Total expenses.....	191,061 86
7. Per freight train mile.....	2 27
8. Net earnings.....	44,835 63
9. Per freight train mile.....	53

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1887.

Debits.

Cost of road.....	\$7,790,921 89
Cost of equipment.....	212,539 21
Other investments.....	22,431 40
Cash, cash assets, and other items (specifying the same):	
Cash and bank balances.....	\$141,705 59
Accounts receivable, agents railroad companies, etc.....	312,104 46
	453,810 05
Total.....	\$8,479,702 55

Credits.

Capital stock.....	\$4,008,000 00
Funded debt.....	4,008,000 00
Other debts (specifying same):	
Vouchers payable and accounts payable.....	381,029 59
Sundry, book, and suspense accounts.....	80,649 86
Profit and loss (profit, if any).....	2,023 10
Total.....	\$8,479,702 55

PROFIT AND LOSS ACCOUNT FOR YEAR ENDING DECEMBER 31, 1887.

	Debits.	Credits.
Income derived from all sources.....		\$496,118 86
Total expense.....	\$442,995 76	
Interest on first mortgage bonds.....	51,100 00	
Credit balance, surplus.....	2,023 00	
Totals.....	\$496,118 86	\$496,118 86

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Los Angeles to Pasadena	Sept. 17, 1885.
From Pasadena to Olivewood	Oct. 7, 1885.
From Olivewood to Lamanda Park	Nov. 7, 1885.
From East Riverside to Riverside	Jan. 8, 1886.
From Riverside to Arlington	Mar. 15, 1886.
From Lamanda Park to San Bernardino	May 31, 1887.
From Arlington to Rincon	June 27, 1887.
From Rincon to Santa Ana	Sept. 5, 1887.
From Los Angeles to Port Ballona	Sept. 23, 1887.
From Santa Ana to San Juan	Nov. 30, 1887.
From Escondido Junction to Escondido	Dec. 31, 1887.
From San Bernardino to Mentone	Dec. 31, 1887.
2. Length of main line of road	183.55 miles.
Length of main line in California	183.55 miles.
10. Total length of road belonging to this company	183.55 miles.
11. Aggregate length of siding and other tracks not enumerated above	27.16 miles.
12. Same in California	27.16 miles.
13. Aggregate length of track belonging to this company computed as single track	210.71 miles.
14. Same in California	210.71 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 40 pounds)	27.16 miles.
Weight per yard, 52 pounds	48.21 miles.
Weight per yard, 61 pounds	135.34 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California	13
18. Number of wooden bridges (aggregate length, 17,600 feet), in California	192
19. Number of crossings of highways at grade, in California	64
20. Number of crossings of highways over railroad, in California	2
22. Number of highway bridges eighteen feet above track, in California	1
23. Number of highway bridges less than eighteen feet above track, in California	1
24. Number of highway crossings at which gates or flagmen are maintained, in California	6
25. Number of highway crossings at which electric signals are maintained, in California	2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	56
27. Number of railroad crossings at grade	12
Street car line, San Bernardino, Third Street.	
Colton Motor line, San Bernardino.	
Redlands Motor line, San Bernardino.	
Street car line, Santa Ana, First Street.	
Southern Pacific Company, Los Angeles.	
Southern Pacific Company, Los Angeles.	
Los Angeles and Garvanzo Railroad, Pasadena.	
San Gabriel Valley Rapid Transit Railroad, Arcadia.	
Street car line, Riverside.	
Los Angeles and Garvanzo Railroad, Garvanzo.	
Colorado Street Railway Company, Pasadena.	
Los Angeles Street Car line, Downey Avenue.	
29. Number of railroad crossings under other railroads (specifying each)...	1
Los Angeles.	

ROADS BELONGING TO OTHER COMPANIES OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

34. Total miles of road operated by this company	145.08
35. Total miles of road operated by this company in California	145.08
36. Number of stations on all roads operated by this company	55
37. Number of stations on all roads owned by this company	55
38. Same in California	55
39. Miles of telegraph on line of road operated by this company	120.51
40. Miles of telegraph owned by this company	166.33
41. Number of telegraph offices in company stations	29
42. Number of telegraph stations operated by this company	29

ROLLING STOCK.

	No.	Average Weight.
1. Locomotives	14	
Average weight of engines in working order		120,000
Maximum weight of engines in working order	[124,000]	
2. Tenders	14	
Average weight of tenders full of fuel and water		38,000
Maximum weight of tenders full of fuel and water	[50,000]	
Average joint weight of engines and tenders		158,000
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender	[49 feet.]	
4. Total length of heaviest engine and tender over all	[58 feet.]	
6. Passenger cars	9	
Average weight		34,000
Maximum weight	[35,000]	
8. Eight-wheel box freight cars	10	21,500
10. Eight-wheel platform cars	43	19,000
Coal and gravel	30	20,300
Derrick	1	
13. Total	121	

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	83
15. Number of locomotives equipped with train brakes	14
(Kind of brake: Westinghouse.)	
16. Number of cars equipped with train brakes	9
(Kind of brake: Westinghouse.)	
17. Number of passenger cars with Miller platform and buffer	9

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	168,343
2. Rate of speed of express trains, including stops	23 miles per hour.
3. Rate of speed of accommodation trains, including stops	20 miles per hour.
4. Miles run by freight trains	84,044
5. Rate of speed of express freight trains, including stops	12 miles per hour.
7. Miles run by other trains, and for what purpose:	
Mixed	5,227
Work	7,609
	12,836
8. Total train miles run	265,836
9. Total number of passengers carried	518,874
Number of through passengers going east (or north)	14,937
Number of through passengers going west (or south)	45,037
Number of local passengers going east (or north)	227,088
Number of local passengers going west (or south)	231,817
10. Total passenger mileage, or passengers carried one mile	9,381,858
11. Passenger mileage to and from other roads	3,242,414
Average number of miles traveled by each local passenger	13.37
Average number of miles traveled by each through passenger	54.06
Average number of miles traveled by each passenger, through and local	18.08
12. Number of tons freight carried (not including gravel)	274,727
Number of tons freight from other States, carried	60,125
Number of tons freight in this State, carried	274,727
Number of tons freight produced in this State, carried	214,602
Number of tons of each class of freight produced in this State, carried:	
Grain	3,840
Hay	4,510
Lumber	21,120
Lime	780
Other building material	14,890
Fruit	3,920
Flour	1,000
Honey	140
Merchandise	164,402
13. Total freight mileage, or tons carried one mile	7,643,277
14. Freight mileage to and from other roads	4,162,136

15. Highest rate of fare per mile for any distance (excluding one mile).....	3.08 cents.
16. Lowest rate of fare per mile for any distance (single fare).....	1 cent.
17. Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets.....	2.75 cents.
18. Average rate of fare per mile received from passengers to and from other roads.....	2.04 cents.
20. Average rate of fare per mile for all passengers.....	2.70 cents.
21. Highest rate of freight per ton per mile for any distance.....	15 cents.
22. Lowest rate of freight per ton per mile for any distance.....	1 cent.
23. Average rate of local freight per ton per mile on roads operated by this company.....	3.53 cents.
24. Average rate of freight per ton per mile to and from other roads.....	2.84 cents.
25. Average rate of freight per ton per mile for all.....	3.06 cents.
Average rate of freight per ton per mile, products of this State.....	4.11 cents.
Average rate of freight per ton per mile, products of other States.....	2.04 cents.
26. Average number of cars in passenger trains (including baggage cars)....	5
27. Average number of cars in freight trains—basis of eight-wheel.....	16
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers).....	380,000 pounds.
29. Average weight of freight trains, including locomotives and tenders, in working order (exclusive of freight).....	500,000 pounds.
30. Number of persons regularly employed by company, including officers, average.....	1,200
Average monthly pay of employés, other than officers.....	\$79 00
Average monthly pay of engine drivers.....	130 00
Average monthly pay of passenger conductors.....	100 00
Average monthly pay of freight conductors.....	90 00
Average monthly pay of baggage masters.....	80 00
Average monthly pay of brakemen, flagmen, and switchmen.....	75 00
Average monthly pay of section men, including Chinese.....	37 00
Average monthly pay of mechanics in shops.....	78 00
Average monthly pay of laborers.....	58 00

LIST OF ACCIDENTS IN CALIFORNIA.

	From causes beyond their own control—in California.		From their own misconduct or carelessness—in California.		Total in California.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....			1	1	1	1	1	1
Employés.....	2	10	2	4	4	10	4	10
Others.....			3	3	3	3	3	3
Totals.....	2	10	6	4	8	14	8	14

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

- 1887—July 2—Joe Leonard, killed trying to board a moving train.
 July 27—L. Minoceum, section laborer, killed while walking on the track.
 Miguel Waroality, killed through falling off car on wood train.
 L. D. Sargent, brakeman, bruised about head and body, coupling cars.
 August 12—Chinaman, bruised about head and body, crossing track with team before a moving train.
 August 27—William Humble, brakeman, bruised in making a coupling.
 September 7—L. B. Mortimer, laborer, fractured bone in leg; slipped while loading cars.
 October 4—Mike Higgins, foot sprained while getting off train in motion.
 October 21—Chinaman, injured in crossing track; injuries unknown.
 October 30—Tramp, unknown, hurt about the head, the car in which he was stealing a ride having left the track.
 October 31—Tommie Starr, bootblack, killed sleeping near the track; car was derailed, and ran over him.
 November 13—John Henry, laborer, killed; struck by engine backing from water tank. Deceased was deaf.
 November 23—Henry Tessman, killed while asleep on track, while intoxicated.
 November 24—James Kelly, painter, killed; found on track; supposed to have lain down while intoxicated.

- December 2—J. J. Finn, switchman, badly bruised about the body; engine leaving track and colliding with pile of ties.
- December 11—Charles Goupe, conductor, killed through collision with train of empty flat cars in Los Angeles gravel pit.
William Garrett, brakeman, skull fractured.
C. Gilbert, brakeman, ribs broken.
I. Kelly, brakeman, hip injured.
- December 25—B. A. Wilson, fireman, legs broken; caboose in which he was riding run into by engine of following train.
- December 27—James Grossen, brakeman, stunned and bruised; knocked off car by a low bridge.
- December 29—E. R. Fitch, brakeman, bruised about the head and shoulders while coupling cars.

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
First mortgage....	June 1, 1887.	June 1, 1932.	Gold.	Gold.	6	June and Dec.
Authorized Amount.	Total Issued December 31, 1887.		Accrued Interest During Year.		Amount of Bonds outstanding December 31, 1887.	
\$25,000 per mile.	\$4,008,000 00		\$51,100 00		\$4,008,000 00	

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE), OWNED BY THE COMPANY.

Length of Track December 31, 1887.									
State separately, lengths within and without State. Reduce to single track by adding length of double track.	Reduced to Single Track.								
	Single.	Length of Roadway —Single and Double Track.	Track.			Sidings.			Track and Sidings.
			Steel.	Steel.	Steel.	Steel.	Steel.		
	Steel.	Steel.	64.71	64.71	7.94	(c)	72.65	72.65	Iron and Steel.
			64.71	43.45	15.00		59.05	59.05	
			43.45	15.05	1.03		16.08	16.08	
			15.05	11.93	0.39		12.32	12.32	
			11.93	1.98			1.98	1.98	
			1.98	25.20	.70		25.90	25.90	
			25.20	21.23	1.50		22.73	22.73	
			21.23						
									</

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT PAYABLE BY COMPANY.

Cash received from sundry parties and credited construction:	
Rivera Town Site Company	\$3,000 00
Escondido Land and Town Company	36,666 66
Sundry parties	3,750 00
Total	\$43,416 66

TABLE E. LANDS OR PROPERTY, INCLUDING RIGHT OF WAY DONATED BY STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, STATING IN DETAIL THE AMOUNT OF LAND GRANTED FOR RIGHT OF WAY, FOR STATIONS, FOR SHOPS, FOR STOREHOUSES, ETC.

Description of Property.	Acres.
Depot grounds at Rialto	4.04
Depot grounds at Etiwanda	4.27
Depot grounds at North Cucamonga	4.59
Depot grounds at North Ontario	4.85
Depot grounds at Claremont	6.73
Depot grounds at Palomares	6.19
Depot grounds at Lordsburg	4.59
Depot grounds at San Dimas	2.30
Depot grounds at Glendora	8.95
Depot grounds at Duarte	1.55
Depot grounds at Monrovia	1.14
Depot grounds at Arcadia	1.61
Depot grounds at Santa Anita .....	.80
Depot grounds at Lamanda Park	2.25
Depot grounds at Pasadena	1.19
Depot grounds at South Pasadena .....	.51
Depot grounds at Los Angeles	64.60
Depot grounds at Casa Blanca	4.13
Depot grounds at Arlington	9.86
Depot grounds at South Riverside	30.64
Depot grounds at Rincon	4.13
Depot grounds at Yorba	3.44

Right of way and depot grounds Los Angeles and Santa Monica Railroad Company, 4.1 miles; average width, 50 feet.

STATE OF CALIFORNIA, }
County of San Bernardino. } ss.

Giles Kellogg, Auditor of the California Central Railway Company, being duly sworn, deposes and says, that the statements, tables, and answers contained in the foregoing forty-four sheets, have been compiled and prepared by the proper officers of said company from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1887.

GILES KELLOGG,
Auditor.

Subscribed and sworn to before me, this twenty-first day of June, 1888.

J. SANDLAND,
Notary Public.

CALIFORNIA PACIFIC RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

R. P. Hammond, President	San Francisco.
N. T. Smith, Vice-President	San Francisco.
Timothy Hopkins, Treasurer	San Francisco.
W. V. Huntington, Secretary	San Francisco.
Charles F. Crocker	San Francisco.
J. L. Willcutt	San Francisco.
W. E. Brown	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner of Fourth and Townsend Streets San Francisco.

The California Pacific Railroad Company was incorporated December 3, 1869, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
California Pacific Railroad	January 6, 1865.
California Pacific Railroad Extension Company	April 5, 1869.
San Francisco and Marysville Railroad Company	October 26, 1857.
Sacramento and San Francisco Railroad Company	December 2, 1864.
Napa Valley Railroad Company	March 2, 1864.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$12,000,000 00
2. Capital stock authorized by votes of company	12,000,000 00
3. Capital stock issued [number of shares 120,000]; amount paid in	12,000,000 00
5. Total amount paid in as per books of the company	12,000,000 00
8. Par value of shares issued	100 00
9. Total number of stockholders	140
10. Number of stockholders in California	36
11. Amount of stock held in California	7,652,400 00

DEBT.

12. Funded debt as follows:	
Bonds	\$6,850,000 00
Interest paid on same during year	\$403,222 50
13. Total amount of funded debt	\$6,850,000 00
14. Unfunded debt:	
All other debts, current credit balances, etc.	998,213 08
16. Total gross debt liabilities	\$7,848,213 08
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Other securities and debt balances	509,109 59
18. Total net debt liabilities	\$7,339,103 49

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

11. Total cost of construction	\$19,167,857 06
<i>Equipment.</i>	
12. Locomotives	\$145,827 26
15. Sleeping cars	} 256,570 62
16. Passenger cars	
Mail cars	
Baggage cars	
17. Freight cars	}
Other cars	
18. Total for equipment	\$402,397 88

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN FOREGOING ACCOUNT.

23. Steamboat Property.

Steamers New World, Moulton, Vallejo, barge Napa	\$315,909 91
This property has been either sold or condemned and broken up. The above sum represents the actual loss to the company, for the property is out of sight and valueless.	
26. Total for property purchased, etc., capital represented in old steamers ..	\$315,909 91
Sonoma branch	53,305 63
27. Whole amount of permanent investments	19,167,857 06
30. Cash and cash assets	509,109 59
31. Total property and assets of the company	\$20,046,182 19

REVENUE FOR THE YEAR.

13. Derived from rents for use of road and equipment when leased	\$600,000 00
Less general expenses	97,497 81
Total	\$502,502 19

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$502,502 19
2. Percentage of same to capital stock and net debt	$2\frac{5.0}{100}$
3. Percentage of same to total property and assets	$2\frac{5.0}{100}$
4. Interest accrued during the year:	
On funded debt	\$347,250 00
On other debt	57,011 11
Total	404,261 11
7. Balance for the year, or surplus	98,241 08
8. Surplus at commencement of the year	\$117,728 03
9. Surplus at commencement of the year, as changed by aforesaid entries ..	117,728 03
10. Total surplus, December 31, 1887	215,969 11

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT, AND RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(See lessee's report.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1887.

Debits.

Cost of road and steamers	{ \$18,818,764 81 }	\$19,134,674 72
	{ 315,909 91 }	
Cost of equipment		402,397 88
Cash, cash assets, and other items (specifying same)		509,109 59
Total		\$20,046,182 19

Credits.

Capital stock	\$12,000,000 00
Funded debt	6,850,000 00
Other debts (specifying same)	998,213 08
Profit and loss (profit, if any)	197,969 11
Total	\$20,046,182 19

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1887.

	Debits.	Credits.
Rentals		\$600,000 00
Interest	\$404,261 11	
General expenses	97,497 81	
Profit	98,241 08	
Totals	\$600,000 00	\$600,000 00

DESCRIPTION OF ROAD.

		(At sundry dates in years 1868 and 1869, while in hands of contractors, who turned the road over to the Railroad Company January, 1870, who have no records showing the details of the various openings for traffic purposes.	
1. Date when road or portions thereof were opened for public use			
From Vallejo to Sacramento			
From Napa Junction to Calistoga			
From Davisville to Marysville			
2. Length of main line of road from Vallejo to Sacramento	60.3900 miles.		
Length of main line in California	60.3900 miles.		
5. Branches owned by the company		2	
(Names and description of; single or double track):			
Napa Branch, Adalante to Calistoga	34.4800 miles.		
Marysville Branch, Davis to Knights Landing	18.6400 miles.		
6. Total length of branches owned by the company	53.1200 miles.		
7. Total length of branches owned by the company in California	53.1200 miles.		
10. Total length of road belonging to this company	113.5100 miles.		
11. Aggregate length of siding and other tracks not enumerated above	25.6030 miles.		
12. Same in California	25.6030 miles.		
13. Aggregate length of track belonging to this company computed as single track	139.1130 miles.		
14. Same in California	139.9498 miles.		
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 50 and 60 pounds):			
Fifty pounds per yard	113.4806	56.7403 miles.	
Sixty pounds per yard	11.1804	5.5902 miles.	
16. Number of spans of bridges of twenty-five feet and upwards, in California			23
18. Number of wooden bridges (aggregate length, 20,142 feet), in California			205
19. Number of crossings of highways at grade, in California			102
20. Number of crossings of highways over railroad, in California			1
21. Number of crossings of highways under railroad, in California			1
22. Number of highway bridges eighteen feet above track, in California			1
24. Number of highway crossings at which gates or flagmen are maintained, in California			1
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California			103
27. Number of railroad crossings at grade			1
Central Pacific Railroad, at Sacramento.			

ROLLING STOCK

	No.	Average Weight.	Market Value.
1. Locomotives	12		\$145,827 26
Average weight of engines in working order		59,367	
Maximum weight of engines in working order [61,200]			
2. Tenders	12		
Average weight of tenders full of fuel and water		32,750	
Max. weight of tenders full of fuel and water [41,000]			
Average joint weight of engines and tenders		92,117	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender			
[41 ft. 10 in.]			
4. Total length of heaviest engine and tender over all [51 ft.]			
6. Passenger cars	16		256,570 62
Average weight		39,275	
Maximum weight			
[45,000]			
7. Mail and baggage cars	6	31,250	
8. Eight-wheel box freight cars	37	17,300	
10. Eight-wheel platform cars	152	13,500	
12. Other cars, caboose	1	18,600	
13. Total market value			\$402,397 88

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	189
15. Number of locomotives equipped with train brakes	11
(Kind of brake: Westinghouse.)	
16. Number of cars equipped with train brakes	22
(Kind of brake: Westinghouse.)	
17. Number of passenger cars with Miller platform and buffer	16

MILEAGE, TRAFFIC, ETC.

(See lessee's report.)

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
First mortgage....	Jan. 1, 1867..	Jan., 1887..	Gold ----	Gold -----	7	Jan. and July.
Extension Co.	May 1, 1869..	July, 1889..	Gold ----	Gold -----	7	Jan. and July.
Second mortgage..	Aug. 9, 1871..	Jan., 1891..	Gold ----	Gold -----	6	Jan. and July.
Third m'gage (A)..	July 1, 1875..	July, 1905..	Gold ----	Gold -----	6	Jan. and July.
Third m'gage (B)..	July 1, 1875..	July, 1905..	Gold ----	Gold -----	3	Jan. and July.

Authorized Amount.	Total Issued December 31, 1887.	Accrued Interest.		Amount of Bonds Outstanding December 31, 1887.
		During Year.	Overdue.	
\$2,250,000	\$2,250,000	\$101,250	-----	\$2,250,000
3,500,000	3,500,000	-----	-----	* 2,000
1,600,000	1,600,000	96,000	-----	1,600,000
2,000,000	1,998,000	120,000	†	1,998,000
1,000,000	1,000,000	30,000	-----	1,000,000
\$10,350,000	\$10,348,000	\$247,250	-----	\$6,850,000

*Interest on these bonds ceased January 1, 1884.

†Interest on the unissued \$2,000 of these bonds is accumulating to be paid to the holders of the \$2,000 outstanding Extension County bonds when the latter shall send them in to be exchanged for third mortgage bonds of series A. The interest is, therefore, charged up each half year.

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

All grants of the nature called for by this form were made to the contractors who built the road as stipulated in the written contract. This company has not kept any records of such grants or donations, and has no information whereby entries can now be made in the books.

TABLE E. LANDS OR PROPERTY, INCLUDING RIGHT OF WAY, DONATED BY STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, STATING IN DETAIL THE AMOUNT OF LAND GRANTED FOR RIGHT OF WAY, FOR STATIONS, FOR SHOPS, FOR STOREHOUSES, ETC.

Considerations are named in all deeds—in some at merely nominal figures. Possibly some of the right of way was donated, but details cannot be given.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

N. T. Smith, Vice-President of the California Pacific Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-four sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1887.

N. T. SMITH.
W. V. HUNTINGTON.

Subscribed and sworn to before me, this eighth day of June, 1888.

E. B. RYAN, Notary Public.

CALIFORNIA SOUTHERN RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

George O. Manchester, President.....	Boston, Massachusetts.
C. W. Smith, Vice-President.....	Boston, Massachusetts.
George L. Goodwin, Secretary and Assistant Treasurer.....	Boston, Massachusetts.
John P. Whitehead, Controller and Auditor.....	Boston, Massachusetts.
D. McCool, General Manager.....	San Bernardino, California.
F. H. Pattee, Assistant Secretary.....	National City, California.
Giles Kellogg, Auditor.....	San Bernardino, California.
E. S. Babcock, Jr.	San Diego, California.
O. S. Hubbell.....	San Diego, California.

BUSINESS ADDRESS OF THE COMPANY.

San Bernardino and National City..... California.

The California Southern Railroad Company was incorporated December 28, 1881, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Date of Incorporation.
California Southern Railroad Company.....	October 12, 1880.
California Southern Extension Railroad Company.....	May 23, 1881.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$4,400,000 00
Increased by vote of stockholders at special meeting, February 10, 1886, to.....	6,160,000 00
2. Capital stock authorized by votes of company.....	6,160,000 00
3. Capital stock issued [number of shares, 60,720]; amount paid in.....	6,072,000 00
4. Capital stock paid in on shares not issued [number of shares, none].....	None.
5. Total amount paid in as per books of the company.....	6,072,000 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders December 31, 1887.....	327
10. Number of stockholders in California December 31, 1887.....	8
11. Amount of stock held in California.....[53 shares]	5,300 00

DEBT.

12. Funded debt as follows:	
Bonds and bond scrip.....	\$5,582,610 00
Interest paid on same during year.....	\$332,130 00
13. Total amount of funded debt.....	\$5,582,610 00
14. Unfunded debt:	
All other debts, current credit balances, etc., including interest accrued on bonds to December 31, 1887, but not payable until 1888.....	\$619,380 50
15. Total amount of unfunded debt.....	619,380 50
16. Total gross debt liabilities.....	\$6,201,990 50
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets.....	972,896 96
Cash on hand.....	\$152,896 36
Materials and supplies on hand.....	418,306 15
Accounts receivable, agents railroad companies, etc.....	401,604 45
18. Total net debt liabilities.....	\$5,229,093 54

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry.....	\$1,293,380 76
2. Bridging.....	319,655 49
3. Superstructure, including rails.....	1,916,009 12
4. Land.....	62,422 40
Land damages.....	\$37,401 63
Fences.....	25,020 77
5. Passenger and freight stations.....	144,823 36
6. Engine houses, car sheds, and turntables.....	53,093 96
7. Machine shops, including machinery and tools.....	106,694 01
8. Interest, discount on subscriptions to securities, etc.....	6,910,536 95
9. Engineering.....	142,423 54
Agencies, salaries, and other expenses during construction.....	197,648 72
Telegraph.....	26,085 58
Wharves and storehouses.....	55,190 06
11. Total cost of construction.....	\$11,227,963 95

Equipment.

	No.	Cost.
12. Locomotives.....	7	\$87,893 70
16. Passenger cars.....	7	35,646 04
Mail cars.....	3	12,139 57
17. Freight cars.....	78	61,850 04
Other cars.....	27	7,489 31
18. Total for equipment.....		\$205,018 66

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

22. Other securities.

	Nominal Amount.	Price Paid.
California Southern Railroad Company, capital stock.....	\$800 00	\$160 00

23. Steamboat property.

Tug Rover and four lighters.....	\$8,917 86
26. Total for property purchased, etc.	9,077 86
27. Whole amount of permanent investments.....	11,442,060 47
28. Property in California.....	11,441,900 47
29. Amount of supplies and materials on hand.....	418,396 15
30. Cash and cash assets.....	554,500 81
31. Total property and assets of the company.....	12,414,957 43

32. SINKING AND CONTINGENT FUNDS.

Showing amount of same, and their purpose.

Applicable to Redemption of what Bonds.—Character.	Terms and Conditions of Funds.
The first mortgage of Jan. 1, 1886...	Provides that the Railroad Company shall purchase in every year, after paying in full all the interest on the bonds, twenty-five of the bonds at 112, and accrued interest. The Income Bond Indenture of March 1, 1886, provides: That the Railroad Company shall pay to the Trustees annually from the net earnings a sum sufficient to purchase fifty of the bonds at not exceeding par. The net earnings applicable to such payment are the earnings remaining after deducting operating expenses of every kind, fixed charges, including rentals, interest, taxes, and sinking fund, for first mortgage bonds, and after providing for repairs, removals, and improvements of railroad telegraph and equipment.

In conformity with first mortgage of January 1, 1886, \$25,000 of the first mortgage bonds were purchased and canceled in 1887, but no payment was made to Trustees on account of the Income Bond Sinking Fund, as the net earnings were not sufficient to provide for the other charges as provided in the indenture of trust.

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry.....	\$31,594 66
2. Bridging.....	582 52
3. Superstructure, including rails...	62,184 47
Land damages.....	1,363 94
5. Passenger and freight stations.....	32,731 03
6. Engine houses, car sheds, and turntables.....	25,969 30
7. Machine shops.....	47,102 52
8. Engineering, agencies, salaries, and other expenses during construction.....	4,595 72
Telegraph.....	5,200 19
Wharves and storehouses.....	370 19
14. Freight and other cars (air brakes).....	626 15
18. Total.....	\$199,192 43
20. Net addition to property account for the year.....	\$199,192 43

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company.....	\$339,624 49
2. Derived from passengers from and to other roads, over roads operated by this company.....	354,994 99
5. Derived from express and extra baggage.....	20,629 22
6. Derived from mails.....	17,643 52
7. Total earnings from passenger department.....	\$732,892 22
8. Derived from local freight on roads operated by this company.....	\$355,247 96
10. Derived from freight from and to other roads on joint tariff.....	390,066 62
11. Derived from other sources belonging to freight department.....	20,019 02
12. Total earnings from freight department.....	\$765,333 60
14. Total transportation earnings.....	\$1,498,225 82
15. Earnings per mile of road operated.....	6,274 89
16. Earnings per train mile (total passenger and freight).....	2 15
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.), (specifying same):	
Additional earnings arising from adjustment of transcontinental passenger business.....	20,000 00
Sundry profits from sale of 96 shares of San Diego Land and Town Company stock, and \$39,550 California Southern Railroad Company Income Bond and Scrip, owned by the company.....	6,240 97
19. Total income derived from all sources.....	\$1,524,466 79

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local.....	\$29,637 52
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV.....	67,298 91
3. Insurance premiums and losses by fire, and damages for fires set by engines.....	14,500 09
4. Telegraph expenses.....	19,012 95
5. Total.....	\$130,449 47
6. Proportion belonging to passenger department.....	\$63,815 88
7. Proportion belonging to freight department.....	66,633 59

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties).....	\$107,623 71
3. Steel rails laid, deducting old rails taken up (number of miles, 10; weight per yard, 61 pounds).....	18,067 11
Number of miles, 10; weight per yard, 50 pounds.....	
4. New ties (number, 4,712); cost.....	2,817 13
5. Repairs of bridges.....	10,727 96
6. Repairs of buildings and fixtures (stations and turntables).....	31,058 26
7. Repairs of and additions to machine shops and machinery.....	1,527 99
8. Repairs of fences, road crossings, and signs.....	1,633 28
9. Removing ice and snow.....	46,285 47
14. Fuel for engines and cars:	
Number of cords of wood, 295; cost.....	\$1,959 88
Number of tons of coal, 29,989; cost.....	238,328 14
	240,288 02
15. Water and water stations.....	14,636 12
17. Oil and waste for locomotives.....	8,864 73
18. Switchmen, watchmen, flag and signalmen.....	18,491 23
19. Total.....	\$502,021 01
20. Proportion of same to passenger department.....	\$245,588 68
21. Proportion of same to freight department.....	256,432 33
22. Of the above there was expended for other than ordinary repairs.....	37,192 12

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars.....	\$14,121 76
3. Damages and gratuities, passengers.....	87 20
4. Salaries, wages, and incidentals of passenger trains.....	73,114 76
5. Salaries, wages, and incidentals of passenger stations.....	25,519 34
6. Amount paid other corporations or individuals not operating roads, for use of passenger cars and repair of same.....	5,837 97
7. Amount paid other roads for balance of mileage of passenger cars.....	19,522 86
8. Total.....	\$138,203 89

Class IV—Freight traffic expenses.

1. Repairs of freight cars.....	\$31,016 70
3. Damages and gratuities, freight.....	5,264 81
4. Salaries, wages, and incidentals of freight trains.....	78,616 73
5. Salaries, wages, and incidentals of freight stations.....	28,744 46
6. Paid corporations or individuals not operating road for use of freight cars.....	913 81
7. Amount paid other roads for balance of mileage of freight cars.....	21,233 66
8. Total.....	\$165,790 17
9. Total expenses of operating the road embraced in Classes I, II, III, and IV.....	\$936,464 54
10. Per train mile (total passenger and freight).....	\$1 34
11. Percentage of expenses to total transportation earnings.....	62 50
12. Amount paid other companies as rent for use of road (specifying each company, the amount and basis on which rent is computed):	
Rent of engines.....	15,443 37
Rent of track, Southern Pacific Company, \$1,200 per mile per annum on 57.5 miles, from Colton to Los Angeles, including \$164 02, account 1886, \$40,250.....	28,914 02
Cost of \$25,000 first mortgage bonds purchased and canceled.....	25,000 00
13. Total expenses.....	\$1,005,821 93

NET INCOME, DIVIDENDS, ETC.

1. Total net income.....	\$518,644 86
2. Percentage of same to capital stock and net debt.....	4 ⁸ / ₁₆
3. Percentage of same to total property and assets.....	4 ² / ₁₆
4. Interest accrued during the year:	
On funded debt.....	332,130 00
7. Balance for the year, or surplus (or deficit).....	[Surplus] 186,514 86
8. Surplus (or deficit) at commencement of the year.....	[Deficit] 145,274 21
10. Total surplus (or deficit), December 31, 1887.....	41,240 65

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from Passenger Department, as per "Revenue for the Year," No. 7.....	\$732,892 22
2. Per passenger train mile.....	2 15
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6.....	63,815 88
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 20.....	245,588 68
5. Expenses, "Passenger Traffic," as per Class III, No. 8.....	138,203 89
6. Total expenses.....	447,608 45
7. Per passenger train mile.....	1 31
8. Net earnings.....	285,283 77
9. Per passenger train mile.....	84

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from Freight Department, as per "Revenue for the Year," No. 12.....	\$765,333 60
2. Per freight train mile.....	2 15
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7.....	66,633 59
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 21.....	256,432 33
5. Expenses, "Freight Traffic," as per Class IV, No. 8.....	165,790 17
6. Total expenses.....	488,856 09
7. Per freight train mile.....	1 37
8. Net earnings.....	276,477 51
9. Per freight train mile.....	78

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1887.

Debits.

Cost of road	\$11,227,963 95
Cost of equipment	213,936 52
Other investments	160 00
Supplies and materials on hand	418,396 15
Cash, cash assets, and other items (specifying same):	
Accounts receivable—agents, railroad companies, etc.	\$401,604 45
Cash and bank balances	152,896 36
	<u>554,500 81</u>
Total	<u>\$12,414,957 43</u>

Credits.

Capital stock	\$6,072,000 00
Funded debt	5,582,610 00
Other debts (specifying same):	
Interest accrued on income bonds to December 31, 1887, but not	
payable till March 1, 1888	\$104,670 00
Coupons due January 2, 1888, on first mortgage bonds	62,340 00
Interest overdue, not collected	3,020 00
	<u>170,030 00</u>
Vouchers payable and accounts payable	449,350 50
Sundry book and suspense accounts	74,726 28
Canceled bond account	25,000 00
Profit and loss (profit, if any)	41,240 65
Total	<u>\$12,414,957 43</u>

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1887.

	Debits.	Credits.
Income from all sources in 1887		\$1,524,466 79
Expenses operating, taxes, rentals, etc., in 1887	\$1,005,821 93	
Interest for the year	332,130 00	
Credit balances of account for the year—surplus	186,514 86	
Totals	<u>\$1,524,466 79</u>	<u>\$1,524,466 79</u>

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From National City to Fall Brook	Jan. 2, 1882.
From Fall Brook to Temecula	Mar. 27, 1882.
From Temecula to one hundred and five mile siding	April 24, 1882.
From one hundred and five mile siding to one hundred and nine	
mile siding	July 10, 1882.
From one hundred and nine mile siding to one hundred and sixteen	
mile siding	July 28, 1882.
From one hundred and sixteen mile siding to Riverside	Aug. 12, 1882.
From Riverside to Colton	Aug. 21, 1882.
From Colton to San Bernardino	Sept. 13, 1883.
From San Bernardino to Barstow	Nov. 15, 1885.
2. Length of main line of road from National City to Barstow	210.61 miles.
Length of main line in California	210.61 miles.
10. Total length of road belonging to this company	210.61 miles.
11. Aggregate length of siding and other tracks not enumerated above	26.11 miles.
12. Same in California	26.11 miles.
13. Aggregate length of track belonging to this company computed as single	
track	236.72 miles.
14. Same in California	236.72 miles.
15. Total lengths of steel rail in tracks belonging to this company, not in-	
cluding steel top rail; (weight per yard, 50 pounds)	269.62 miles.
Weight per yard, 61 pounds	203.82 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in Cali-	
fornia	6
17. Number of iron bridges (aggregate length, 164 feet), in California	1
18. Number of wooden bridges (aggregate length, 23,715 feet), in California ..	241

19. Number of crossings of highways at grade in California	90
24. Number of highway crossings at which gates or flagmen are maintained in California	1
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	89
27. Number of railroad crossings at grade	3
At Colton, Southern Pacific Company.	
At San Diego, Street Car Company, H Street.	
At San Diego, Pacific Coast Steamship Company's wharf.	

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

30. Names, Description, and Length of Each.

Name of Company.	Termini.		Length (Miles).	Dates of Lease. From.
	From.	To.		
Southern Pacific Company	Colton	Los Angeles	57.5	...Sept. 15, 1885.

Amount of Rental.

One thousand two hundred dollars per mile per annum for use of track. Since January first the Southern Pacific Company's track between Colton and Los Angeles has not been used by the California Southern Railroad Company, but the contract is still in force.

34. Total miles of road operated by this company	210.61
35. Total miles of road operated by this company in California	210.61
36. Number of stations on all roads operated by this company	38
37. Number of stations on all roads owned by this company	38
38. Same in California	38
39. Miles of telegraph on line of road operated by this company	211
40. Miles of telegraph owned by this company	211
41. Number of telegraph offices in company stations	33
42. Number of telegraph stations operated by this company	33

ROLLING STOCK.

	No.	Average Weight.
1. Locomotives	7	-----
Average weight of engines in working order		61,120
Maximum weight of engines in working order	[77,475]	
2. Tenders	7	-----
Average weight of tenders full of fuel and water		73,405
Maximum weight of tenders full of fuel and water	[56,900]	
Average joint weight of engines and tenders		98,525
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender	[45 feet]	
4 Total length of heaviest engine and tender over all	[55 feet]	
6. Passenger cars	7	-----
Average weight		34,755
Maximum weight	[35,110]	
7. Mail and baggage cars	3	32,700
8. Eight-wheel box freight cars	31	20,500
10. Eight-wheel platform cars	47	17,600
12. Other cars	27	-----

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	78
15. Number of locomotives equipped with train brakes	6
(Kind of brake: Westinghouse.)	
16. Number of cars equipped with train brakes	16
(Kind of brake: Westinghouse.)	
17. Number of passenger cars with Miller platform and buffer	10

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains.....	340,557
2. Rate of speed of express passenger trains, including stops.....	20 miles per hour.
3. Rate of speed of accommodation trains, including stops.....	20 miles per hour.
4. Miles run by freight trains.....	356,360
5. Rate of speed of express freight trains, including stops.....	12 miles per hour.
6. Rate of speed of accommodation freight trains, including stops.....	12 miles per hour.
7. Miles run by other trains, and for what purpose:	
Mixed.....	17,511
Work.....	8,270
	25,784
8. Total train miles run.....	722,701
9. Total number of passengers carried.....	281,411
Number of through passengers going east (or north).....	19,941
Number of through passengers going west (or south).....	91,028
Number of local passengers going east (or north).....	100,917
Number of local passengers going west (or south).....	69,525
10. Total passenger mileage, or passengers carried one mile.....	17,865,067
11. Passenger mileage to and from other roads.....	10,046,968
Average number of miles traveled by each local passenger.....	46
Average number of miles traveled by each through passenger.....	91
Average number of miles traveled by each passenger, through and local.....	63
12. Number of tons freight (not including gravel).....	375,086
Number of tons freight from other States, carried.....	150,857
Number of tons freight in this State, carried.....	375,086
Number of tons freight produced in this State, carried.....	224,229
Number of tons of each class of freight produced in this State, carried:	
Grain.....	4,380
Hay.....	11,712
Lumber.....	45,916
Lime.....	9,020
Other building material.....	6,970
Fruit.....	13,284
Flour.....	1,560
Honey.....	437
Merchandise.....	130,950
13. Total freight mileage, or tons carried one mile (commercial, 32,682,395; free, 4,249,070).....	36,931,465
14. Freight mileage to and from other roads.....	16,544,915
15. Highest rate of fare per mile for any distance (excluding one mile).....	5 cents.
16. Lowest rate of fare per mile for any distance (single fare).....	1 cent.
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets.....	4.34 cents.
18. Average rate of fare per mile received from passengers to and from other roads.....	3.59 cents.
20. Average rate of fare per mile for all passengers.....	3.92 cents.
21. Highest rate of freight per ton per mile for any distance.....	15 cents.
22. Lowest rate of freight per ton per mile for any distance.....	1 cent.
23. Average rate of local freight per ton per mile on roads operated by this company.....	2.20 cents.
24. Average rate of freight per ton per mile to and from other roads.....	2.36 cents.
25. Average rate of freight per ton per mile for all.....	2.28 cents.
Average rate of freight per ton per mile, products of this State.....	4.32 cents.
Average rate of freight per ton per mile, products of other States.....	1.28 cents.
26. Average number of cars in passenger trains (including baggage cars).....	5
27. Average number of cars in freight trains—basis of eight-wheel.....	10
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers).....	310,000 pounds.
29. Average weight of freight trains, including locomotives and tenders, in working order (exclusive of freight).....	286,000 pounds.
30. Number of persons regularly employed by company, including officers.....	770
Average monthly pay of employes, other than officers.....	\$61 00
Average monthly pay of engine drivers.....	140 00
Average monthly pay of passenger conductors.....	100 00
Average monthly pay of freight conductors.....	90 00
Average monthly pay of baggage masters.....	80 00
Average monthly pay of brakemen, flagmen, and switchmen.....	75 00
Average monthly pay of section men, including Chinamen.....	37 00
Average monthly pay of mechanics in shops.....	78 00
Average monthly pay of laborers.....	58 00

LIST OF ACCIDENTS IN CALIFORNIA.

	From causes beyond their own control—in California.		From their own misconduct or carelessness—California.		Total in California.		Total on Whole Road Operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....				2		2		2
Employés.....	4	13		3	4	16	4	16
Others.....			5	2	5	2	5	2
Totals.....	4	13	5	7	9	20	9	20

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

- 1887—January 8—John Drury, arm broken and otherwise injured; asleep on track; struck by engine.
- January 10—Ernest Rounds, track walker, injured about the head; fell from hand car.
- January 21—A. McKinley, switchman, bruised about the body; coupling cars.
- February 10—George Eby, fireman, burned about face and body. Netting in stack of locomotive clogged up, causing engine to exhaust through the firebox door when it was opened.
- March 18—J. R. Simmons, foot crushed, trying to board moving train.
- April 4—F. H. Alkire, brakeman, hand crushed, coupling cars.
- May 2—B. Young, check clerk, broke leg, slipped off grindingstone.
- June 20—H. W. Powell, foot crushed, trying to board yard engine while in motion.
- George Stone, engineer, killed; rails spread, turning engine over.
- July 23—P. M. Donovan, foreman, leg fractured; fell from car.
- July 24—Jacob Bennett, laborer, rib broken and otherwise bruised about the body; ties falling on him.
- August 18—W. Maloney, car inspector, hand crushed; examining patent draw bar as train was starting, engine in taking slack caught his hand.
- August 19—Dr. Hommer, killed; struck by engine while trying to cross the track.
- September 13—Ah Moon, track laborer, injuries unknown; walking on track, struck by engine.
- September 14—Kitty Dugan; killed, crossing track, crawling under cars.
- September 23—Fred. Richmond, brakeman, ankle sprained, by catching in slats of pilot while making coupling.
- October 22—Charles Whitehead, switchman, hand crushed, pulling coupling pin.
- October 30—Thomas Halpin, killed; walking on the track at night, struck by engine.
- November 4—D. W. Foster, switchman, hipbone fractured, making coupling.
- Unknown, killed, found on the track.
- November 14—John Jones, switchman, foot crushed, working in yard.
- November 21—Chinaman, killed; walking on track, struck by engine.
- December 12—Fred. Joy, switchman, killed; foot caught in guard rail and train ran over him.
- December 15—O. L. Waley, conductor, hand crushed, making coupling.
- J. O. Oliver, brakeman, hand crushed, making coupling.
- E. D. Thompson, engineer, killed.
- John Gaffney, fireman, killed; collision with train of empty freight cars which ran out of siding down the mountain.
- December 23—W. L. Layton, foot crushed, and bruised about the head, trying to board moving engine.
- December 25—W. B. Forbes, switchman, foot sprained; thrown from ladder by sudden jerk while switching.

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable—Interest and Principal.	Interest.	
				Rate.	Payable.
First mortgage...	Jan. 12, 1882.	Jan. 1, 1922.	Currency	6	January and July.
First mortgage...	Jan. 1, 1886.	Jan. 1, 1926.	Gold	6	January and July.
Income bonds registered and scrip exchangeable into bonds.	Mar. 1, 1886.	Mar. 1, 1926.	Currency	*6	March and September.
Authorized Amount.	Total issued Dec. 31, 1887.	Accrued Interest.		Amount of Bonds Outstanding December 31, 1887.	
		During Year.	Overdue.		
\$3,101,000 00	\$3,101,000 00	-----	\$260 00	\$2,000 00	
2,106,000 00	2,106,000 00	\$123,180 00	420 00	2,081,000 00	
3,505,000 00	3,499,610 00	208,950 00	2,340 00	3,499,610 00	
Character of.	Series.	Bonds Sold During Year ending December 31, 1887.		Bonds Redeemed During Year ending Dec. 31, 1887.	
		Amount.	Amount Realized.	Amount.	Cost.
First mortgage	1922	-----	-----	\$2,000 00	\$2,000 00
First mortgage	1926	\$106,000 00	\$106,000 00	2,500 00	2,500 00
Income bonds and scrip	-----	2,260 00	2,260 00	-----	-----

* Payable only if earned and non-cumulative.

The income bonds and scrip were issued in exchange for first mortgage bonds of 1922, and in payment of accrued interest on same.

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE), OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduced to single track by adding length of double track.			Length of Track December 31, 1887.					
			Single.	Length of Roadway—Single and Double Track.		Reduced to Single Track.		
				Track.	Sidings.	Track and Sidings.		
Main Line and Branches.	From.	To.	Steel.	Steel.	Steel.	Steel.	Steel.	Iron and Steel.
Main line within State -----	National City -----	Barstow -----	210.61	210.61	210.61	210.61	236.72	236.72
Total on whole road, December 31, 1887 -----			210.61	210.61	210.61	26.11	236.72	236.72
Total constructed during year -----			-----	-----	-----	14.75	14.75	14.75
			December 31, 1887.					
The length of rail is double the length of single track, column (c) above.			Within the State.			Total.		
			Length in Miles.	Average Weight per Mile (Tons).		Length in Miles.	Average Weight per Mile (Tons).	
				Total Weight (Tons).			Total Weight (Tons).	
Length of steel rail -----			473.44	43.00	20,361.01	473.44	43.00	20,361.01
Total length of steel rail laid during the year -----			49.50	42.77	2,117.05	49.50	42.77	2,117.05
Total length of iron rail replaced by steel rail during the year (taken up) -----			20.00	39.28	785.70	20.00	39.28	785.70

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

Character of.	Total Amount of Bonds or Cash.	Cash Realized.	Remarks.
Subscriptions of citizens of San Diego	\$10,000 00	\$29,210 82	Credited in construction to right of way.
Subscriptions of citizens of San Bernardino	19,210 82	-----	Credited in construction to right of way.
Seven thousand four hundred and four shares capital stock San Diego Land and Town Company	740,400 00	14,207 25	7,308 shares distributed to subscribers to California Southern Railroad securities.

TABLE E. LANDS OR PROPERTY, INCLUDING RIGHT OF WAY DONATED BY STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, STATING IN DETAIL THE AMOUNT OF LAND GRANTED FOR RIGHT OF WAY, FOR STATIONS, FOR SHOPS, FOR STOREHOUSES, ETC.

By Whom Donated.	Description of Property.	Estimated Value.
Individuals	Right of way, 551.584 acres	\$6,478 00
San Diego Land and Town Company	Right of way, 32.371 acres	9,729 29
Colton Land and Water Company	Right of way, 3.786 acres	378 60
City of San Diego	Right of way, 19.109 acres	411 85
State of California	Right of way, 46.330 acres	57 91
Individuals	Depot grounds, 218.665 acres	61,875 82
San Diego Land and Town Company	Depot grounds, 45.481 acres	15,900 85
City of San Diego	Depot grounds, 11.268 acres	507 20
State of California	-----	12 50
Total	-----	\$95,352 02

STATE OF CALIFORNIA, }
County of San Bernardino. } ss.

Giles Kellogg, Auditor of the California Southern Railroad Company, being duly sworn, deposes and says, that the statements, tables, and answers contained in the foregoing forty-four sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1887.

GILES KELLOGG,
Auditor.

Subscribed and sworn to before me, this twenty-first day of June, 1888.

J. SUNDERLAND,
Notary Public.

CENTRAL PACIFIC RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President.....	San Francisco, California
C. P. Huntington, First Vice-President.....	23 Broad Street, New York.
Charles Crocker, Second Vice-President.....	23 Broad Street, New York.
Charles F. Crocker, Third Vice-President.....	San Francisco, California.
Timothy Hopkins, Treasurer.....	San Francisco, California.
E. H. Miller, Jr., Secretary.....	San Francisco, California.
C. E. Bretherton.....	London, England.

BUSINESS ADDRESSES OF THE COMPANY.

Fourth and Townsend Streets.....	San Francisco, California.
No. 23 Broad Street.....	New York, N. Y.

The Central Pacific Railroad Company was incorporated August 22, 1870, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

- Central Pacific Railroad Company, consolidated June 23, 1870.
Central Pacific Railroad Company of California (chartered June 28, 1861; amended October 8, 1864).
Western Pacific Railroad Company, chartered December 13, 1862..... } Western Pacific Railroad Company, consolidated November 2, 1869.
San Francisco Bay Railroad Company, chartered September 25, 1868..... }
- California and Oregon Railroad Company, consolidated December 18, 1869.
California and Oregon Railroad Company, chartered June 30, 1865..... } California and Oregon Railroad Company, consolidated January 16, 1868.
Marysville Railroad Company, chartered November 29, 1867..... }
Yuba Railroad Company, chartered November 17, 1862..... }
- San Francisco, Oakland, and Alameda Railroad Company, consolidated June 29, 1870.
San Francisco and Alameda Railroad Company, chartered March 25, 1863..... } San Francisco and Alameda Railroad Company, consolidated October 15, 1868.
San Francisco, Alameda, and Stockton Railroad Company, chartered December 8, 1863..... }
- San Francisco and Oakland Railroad Company, chartered October 21, 1861.
- San Joaquin Valley Railroad Company, chartered February 5, 1868.

The above four roads were consolidated August 22, 1870, under the name of the "Central Pacific Railroad Company."

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$100,000,000 00
2. Capital stock authorized by votes of company.....	100,000,000 00
3. Capital stock issued [number of shares, 680,000]; amount paid in.....	68,000,000 00
5. Total amount paid in as per books of the company.....	68,000,000 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	1,826
10. Number of stockholders in California.....	} Have no means of telling residences of owners.
11. Amount of stock held in California.....	

DEBT.

12. Funded debt as follows:	
Bonds.....	\$59,880,000 00
Interest paid on same during year by Southern Pacific Company, accrued to December 31, 1887.....	\$3,749,893 16
13. Total amount of funded debt.....	\$59,880,000 00
14. Unfunded debt:	
Incurred for construction, equipment, or purchase of property; all other debts, current credit balances, etc.....	\$1,848,258 50
United States bonds.....	27,855,680 00
15. Total amount of unfunded debt.....	29,703,938 50
16. Total gross debt liabilities.....	\$89,583,938 50

17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:		
Cash on hand	\$79,320	81
Sinking funds (Company's)	7,814,543	68
Other securities and debt balances	5,407,463	27
United States sinking fund and transportation account	11,109,883	85
		<u>\$24,411,211 61</u>
18. Total net debt liabilities		\$65,172,726 89
19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company (giving name of each):		
Stockton and Copperopolis Railroad Company:		
100 bonds, \$500 each, at 5 per cent, principal and interest guaranteed..		\$500,000 00
The bonds of the railroad companies shown below, were also guaranteed by the Central Pacific Railroad Company; but this company is released from all liability arising from such guaranty by the Southern Pacific Company, viz.:		
California Pacific Railroad Company:		
1,600 bonds, \$1,000 each, at 6 per cent, principal and interest guaranteed	1,600,000	00
4,000 bonds, \$500 each, at 6 per cent, principal and interest guaranteed	2,000,000	00
2,000 bonds, \$500 each, at 6 per cent, principal and interest guaranteed	1,000,000	00
Northern Railway:		
3,964 bonds, \$1,000 each, at 6 per cent, principal and interest guaranteed	3,964,000	00
San Pablo and Tulare Railroad Company:		
1,023 bonds, \$1,000 each, at 6 per cent, principal and interest guaranteed	1,023,000	00
Total		<u>\$10,087,000 00</u>

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

11. Total cost of construction	\$167,404,012 66
--------------------------------------	------------------

EQUIPMENT.*

	No.
12. Locomotives	242
13. Snow plows on wheels	10
14. Parlor cars, officers'	7
15. Sleeping cars	24
16. Passenger cars—coaches, 176; emigrant, 72	248
Mail cars, baggage cars, and express	70
17. Freight cars	4,543
Other cars	143

*The cost of equipment is included in construction, shown above.

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. Lands.

(Included in construction.)

20. Stock of Other Roads.

(Included in other securities.)

21. Bonds of Other Roads.

(Included in other securities.)

22. Other Securities.

(Included in other securities.)

23. *Steamboat Property.*

Ferry Steamers—Alameda, Amador, Capital, El Capitan, Julia, Oakland, Piedmont, Transit, and Thoroughfare.
 River Steamers—Apache, Modoc.
 Barges—Ace of Spades, Yolo.

The cost of ferry steamers, river steamers, and barges is included in construction account.

24. *Investments in Transportation Lines.*

(Included in other securities.)

25. *Other Property Purchased.*

(Included in construction.)

26. Total for property purchased, etc.....	}	\$167,404,012 66
27. Whole amount of permanent investments.....		
28. Property in California.....	Unable to state.	
29. Amount of supplies and materials on hand.....	None.	
30. Cash and cash assets.....		\$24,411,211 61
31. Total property and assets of the company.....		*191,815,224 27

* Does not include lands granted to the company.

32. SINKING AND CONTINGENT FUNDS.

Showing amount of same and their purpose.

No. of Funds.	Applicable to Redemption of what Bonds.		Returned to Income Account.	Received During Year.	Applied During Year.	On Hand December 31, 1887.
	Character.	Series.				
2	California State Aid Bonds.....		\$9,261 73	\$16,292 05		\$284,000 00
3	C. P. R. R. first mortgage bonds.....	A to D.....		141,576 23		1,700,088 33
4	C. P. R. R. first mortgage bonds.....	E to I.....		122,781 81		1,362,051 75
5	W. P. R. R. first mortgage bonds.....	A and B.....		47,255 16		426,415 74
6	C. and O. R. R. first mortgage bonds.....	A and B.....		191,948 93		1,757,302 27
7	Income bonds.....		159,553 20	178,307 44	3,202,000 00	83,000 00
8	S. F., O., and A. R. R. bonds.....		165,275 11	34,500 81	572,700 00	133,000 00
9	S. J. V. R. R. bonds.....			74,757 53		495,794 61
	Trustees Land Grant Mortgage.....			480,792 25	321,262 50	1,572,890 93
	Totals.....		\$334,090 04	\$1,288,212 21	\$4,095,962 50	\$7,814,543 68

In addition to the above there is in the Sinking Fund in the United States Treasury for the redemption of the company's bonds:

Bonds and cash..... \$3,299,973 94

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

4. Land.....	\$2,810 50
17. Any other expenditures charged to property account (specifying same): Construction Oregon Division.....	748,000 00
18. Total.....	750,810 50
19. Property sold and credited to property account during the year (specifying same): Lots sold.....	6,642 63
20. Net addition to property account for the year.....	744,167 87

Betterments and additions made to property by lessee are included in settlement under lease, and stand charged to profit and loss account.

REVENUE FOR THE YEAR.

17. Income derived from rent of property, other than road and equipment (specifying same):	
Guaranteed rental for the year received from Southern Pacific Company	\$1,200,000 00
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.—specifying same):	
Interest on Sinking Funds	532,419 96
Sinking Funds of the company paid by Southern Pacific Company	275,000 00
Sinking funds, etc., in United States Treasury paid by Southern Pacific Company	436,137 22
Receipts from sale of trust lands	480,792 25
Dividends on investments	14,400 00
Interest on miscellaneous investments	6,579 11
Surplus in Sinking Funds, Nos. 2, 7, and 8, in excess of amounts required to redeem bonds	334,090 04
	<hr/>
	\$3,279,418 58
Less payments in 1887, on account of operations prior to lease of April 1, 1885	\$45,549 35
Sinking Fund requirements of company	807,419 96
United States requirements, under Thurman Act	436,137 22
Land receipts paid to Trustee of land mortgage	480,792 25
	<hr/>
	1,769,898 78
19. Total income derived from all sources	<hr/>
	\$1,509,519 80

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

(Included in report of Southern Pacific Company, lessee.)

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$1,509,519 80
2. Percentage of same to capital stock and net debt	1.13
3. Percentage of same to total property and assets	79
4. Interest accrued during the year:	
On funded debt }	Paid by Southern Pacific Company.
On other debt }	
6. Date of last dividend declared, February 1, 1884	\$1,778,265 00
7. Balance for the year, or surplus (or deficit)	1,509,519 80
8. Surplus at commencement of the year	28,813,000 37
Deduct entries made in profit and loss account during the year, not included in the foregoing statement	26,862,728 60
9. Surplus at the commencement of the year, as changed by aforesaid entries	1,950,271 77
10. Total surplus, December 31, 1887	3,459,791 57
11. Paid to sinking funds, in hands of Trustees, included in income account	1,724,349 43

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT, AND RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(Included in report of Southern Pacific Company, lessee.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1887.

Debits.

Cost of road	\$167,404,012 66
Sinking funds in hands of Trustees	7,814,543 68
Cash, cash assets, and other items (specifying same):	
Land contracts—deferred payments on time sales	1,117,407 53
Cash on hand	79,320 81
Stocks and bonds	1,779,363 49
Miscellaneous investments	19,721 58
United States Sinking Fund and Transportation Account	11,109,883 85
Bills receivable	45,165 34
Accounts receivable	945,805 33
Collateral land trust	1,500,000 00
Total	<hr/>
	\$191,815,224 27

Credits.

Capital stock.....	\$68,000,000 00
Funded debt.....	59,880,000 00
Other debts (specifying same):	
Dividends unpaid.....	7,400 00
Government bonds.....	27,855,680 00
Bills payable.....	2,500 00
Accounts payable.....	264,922 65
Sinking funds uninvested.....	544 92
Trustees' land grant mortgage.....	1,572,890 93
Income used for redemption of land bonds.....	8,429,298 46
Income used for sinking funds of company.....	12,300,473 56
Income used for United States requirements.....	10,041,722 18
Profit and loss (profit, if any).....	3,459,791 57
Total.....	\$191,815,224 27

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1887.

	Debits.	Credits.
Balance to credit January 1, 1887.....	\$28,813,000 37	
Less amounts included in balance applied to the payment of debt now transferred to separate income account, namely:		
Income for redemption of land bonds.....	\$5,430,000 00	
Income for sinking funds of company.....	11,827,143 64	
Income for United States requirements.....	9,605,584 96	
	<u>26,862,728 60</u>	
		\$1,950,271 77
Sinking funds of the company paid by Southern Pacific Company.....		275,000 00
Interest on company's sinking funds.....		532,419 96
Land sales: income from granted lands.....		469,279 33
Sinking funds in United States Treasury, paid by Southern Pacific Company.....		436,137 22
Dividends on stock owned.....		14,400 00
Interest on miscellaneous investments.....		6,579 11
Surplus in Sinking Funds, Nos. 2, 7, and 8, in excess of amounts required to redeem bonds.....		334,090 04
Guaranteed rental for the year, paid by Southern Pacific Company.....		1,200,000 00
Payments in 1887, account operations prior to lease of April 1, 1885.....	\$45,549 35	
Sinking fund requirements of company.....	807,419 96	
United States requirement under Thurman Act.....	436,137 22	
Income applicable to redemption of land:		
Bonds.....	469,279 33	
Balance.....	3,459,791 57	
	<u>\$5,218,177 43</u>	<u>\$5,218,177 43</u>
Balance brought down January 1, 1888.....		\$3,459,791 57

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:

Eastward—From Sacramento to Newcastle.....	Nov. 1, 1864
From Sacramento to Auburn.....	May 14, 1865
From Sacramento to Clipper Gap.....	June 19, 1865
From Sacramento to Colfax.....	Sept. 11, 1865
From Sacramento to Dutch Flat.....	July 11, 1866
From Sacramento to Alta.....	July 5, 1866
From Sacramento to Cisco.....	Dec. 3, 1866
From Sacramento to Truckee.....	April 3, 1868
From Sacramento to Reno.....	June 19, 1868
From Sacramento to Wadsworth.....	July 22, 1868
From Sacramento to Brown's.....	Aug. 21, 1868
From Sacramento to Orena.....	Sept. 20, 1868
From Sacramento to Winnemucca.....	Oct. 1, 1868
From Sacramento to Argenta.....	Nov. 19, 1868
From Sacramento to Elko.....	Jan. 25, 1869
From Sacramento to Carlin.....	Mar. 15, 1869
From Sacramento to Terrace.....	May 27, 1869
From Sacramento to Promontory.....	May 29, 1869
From Sacramento to Ogden.....	May 29, 1869
Westward—From Sacramento to Galt.....	May 15, 1869
From Sacramento to Lodi.....	Aug. 4, 1869
From Sacramento to Stockton.....	Aug. 14, 1869
From Sacramento to San José.....	Sept. 15, 1869
From Sacramento to Alameda Wharf.....	Sept. 8, 1869
From Sacramento to San Francisco, about.....	Dec. 1, 1869
Northward—From Roseville Junction to Lincoln.....	Oct. 24, 1867
From Roseville Junction to Wheatland.....	Oct. 28, 1867
From Roseville Junction to Yuba.....	Sept. 19, 1868
From Roseville Junction to Marysville.....	June 1, 1869
From Roseville Junction to Nelson.....	May 31, 1870
From Roseville Junction to Chico.....	July 2, 1870
From Roseville Junction to Selma.....	July 2, 1871
From Roseville Junction to Tehama.....	Aug. 28, 1871
From Roseville Junction to Red Bluff.....	Dec. 6, 1871
From Roseville Junction to Redding.....	Sept. 1, 1872
From Roseville Junction to Delta.....	Sept. 1, 1884
From Roseville Junction to Gibson.....	June 8, 1886
From Roseville Junction to Hazel Creek.....	July 16, 1886
From Roseville Junction to Dunsmuir.....	Aug. 23, 1886
From Roseville Junction to McCloud.....	Nov. 14, 1886
From Roseville Junction to Edgewood.....	Jan. 1, 1887
From Roseville Junction to Montague.....	Feb. 8, 1887
From Roseville Junction to Hornbrook.....	May 1, 1887
From Roseville Junction to Coles.....	June 1, 1887
From Roseville Junction to California and Oregon State line.....	Oct. 5, 1887
Southward—From Lathrop to Modesto.....	Nov. 8, 1870
From Lathrop to Merced.....	Jan. 25, 1872
From Lathrop to Sycamore.....	April 1, 1872
From Lathrop to Fresno.....	May 28, 1872
From Lathrop to Goshen.....	Aug. 1, 1872
2. Length of main line of road from Oakland wharf to terminus near Ogden.....	872.0769 miles.
Length of main line in California.....	273.7069 miles.
Length of main line in other States.....	598.3700 miles.
5. Branches owned by the company.....	4
Oregon Branch—Roseville to California and Oregon State line, single track.....	296.4690 miles.
Valisla Branch—Lathrop to Goshen, single track.....	146.0796 miles.
San José Branch—Niles to San José, single track.....	17.5363 miles.
Oakland { Oakland Pier to Brooklyn..... 4.84	Single track, 9.59 } 17.3100 miles.
{ Oakland Pier to Melrose..... 8.12	
{ Drawbridge to 7th and Harrison Sts. 0.49	
{ Mastic to Alameda wharf 1.88	
{ Fernside to Brooklyn 1.93	D'ble track, 7.72 }
6. Total length of branches owned by the company.....	477.3949 miles.
7. Total length of branches owned by the company in California.....	477.3949 miles.
9. Length of double track on branches.....	7.7200 miles.
10. Total length of road belonging to this company.....	1,349.4718 miles.
11. Aggregate length of siding and other tracks not enumerated above.....	261.1638 miles.
12. Same in California.....	191.1746 miles.
13. Aggregate length of track belonging to this company computed as single track.....	1,618.3556 miles.
14. Same in California.....	949.9964 miles.

15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail: (weight per yard, fifty and sixty pounds).....	2,390.0084 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California.....	250
Number of spans of bridges of twenty-five feet and upwards, outside State.....	13
17. Number of iron bridges (aggregate length, 5,324 $\frac{3}{4}$ feet), in California.....	19
Number of iron bridges (aggregate length, 432 feet), outside State.....	2
18. Number of wooden bridges (aggregate length, 19,801 $\frac{2}{3}$ feet), in California.....	64
Number of wooden bridges (aggregate length, 1,416 $\frac{7}{12}$ feet), outside State.....	10

Bridges Built within the Year in California.

Location.	Kind.	Material.	Length.	When Built.
Eighth crossing, Sac. River.....	Trapezoidal truss.	Iron.....	180 ft.	May, 1886.
Ninth crossing, Sac. River.....	Trapezoidal truss.	Iron.....	200 ft.	June, 1886.
Shotgun Creek.....	S. B. truss.....	Wood.....	80 ft.	June, 1886.
Tenth crossing, Sac. River.....	Trapezoidal truss.	Iron.....	180 ft.	June, 1886.
Eleventh crossing, Sac. River.....	Trapezoidal truss.	Iron.....	180 ft.	June, 1886.
Mears Creek.....	S. B. truss.....	Wood.....	86 ft.	June, 1886.
Twelfth crossing, Sac. River.....	Trapezoidal truss.	Iron.....	160 ft.	July, 1886.
Thirteenth crossing, Sac. River.....	Trapezoidal truss.	Iron.....	180 ft.	July, 1886.
Castle Creek.....	S. B. truss.....	Wood.....	118 ft.	July, 1886.
Fourteenth crossing, Sac. River.....	Trapezoidal truss.	Iron.....	140 ft.	Aug., 1886.
Fifteenth crossing, Sac. River.....	Trapezoidal truss.	Iron.....	140 ft.	Aug., 1886.
Little Castle Creek.....	S. B. truss.....	Wood.....	160 ft.	Aug., 1886.
Sixteenth crossing, Sac. River.....	Trapezoidal truss.	Iron.....	180 ft.	Sept., 1886.
Seventeenth crossing, Sac. River.....	Trapezoidal truss.	Iron.....	140 ft.	Oct., 1886.
Deep Gulch.....	S. B. truss.....	Wood.....	320 ft.	Oct., 1886.
First crossing, Shasta.....	S. B. truss.....	Wood.....	80 ft.	Jan., 1887.
Parks Creek.....	S. B. truss.....	Wood.....	80 ft.	Jan., 1887.
Eighteenth crossing, Sac. River.....	Trapezoidal truss.	Iron.....	200 ft.	Feb., 1887.
Second Shasta crossing.....	S. B. truss.....	Wood.....	80 ft.	Mar., 1887.
First crossing, Willow Creek.....	S. B. truss.....	Wood.....	80 ft.	Mar., 1887.
Second crossing, Willow Creek.....	S. B. truss.....	Wood.....	80 ft.	April, 1887.
Klamath River.....	Trapezoidal truss.	Iron.....	260 ft.	April, 1887.
Huedon Creek.....	Howe truss.....	Wood.....	687 ft. 6 in.	May, 1887.
Third crossing, Willow Creek.....	S. B. truss.....	Wood.....	80 ft.	June, 1887.
Fourth crossing, Willow Creek.....	S. B. truss.....	Wood.....	80 ft.	June, 1887.

19. Number of crossings of highways at grade, in California.....	531
Number of crossings of highways at grade, outside State.....	207
20. Number of crossings of highways over railroad, in California.....	1
21. Number of crossings of highways under railroad, in California.....	9
22. Number of highway bridges eighteen feet above track, in California.....	1
24. Number of highway crossings at which gates or flagmen are maintained, in California.....	2
25. Number of highway crossings at which electric signals are maintained, in California.....	2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	527
Number of highway crossings at which there are neither electric signals, gates, nor flagmen, outside State.....	207
27. Number of railroad crossings at grade.....	14
One crossing local line at intersection Cedar Street and Railroad Avenue, Oakland.	
One crossing main line at intersection Cedar and Atlantic Streets, Oakland.	
One crossing local line and Western on Oakland Mole.	
One crossing Alameda Branch at Alice Street.	
One crossing Alameda Branch near Brooklyn Station.	
One crossing South Pacific Coast Railway Company at Alameda (narrow gauge).	
One crossing South Pacific Coast Railway Company at First and Webster Streets, Oakland (narrow gauge).	
One crossing South Pacific Coast Railway Company at Seventh and Webster Streets, Oakland (narrow gauge).	

One crossing Stockton and Copperopolis Railroad at Stockton.
 One crossing San Joaquin and Sierra Nevada Railroad at Lodi.
 One crossing Sacramento and Placerville Railroad at Brighton.
 One crossing California Pacific Railroad at Sacramento.
 One crossing California Northern Railroad at Marysville.
 One crossing Utah Central Railroad at Ogden.

Also five street railway crossings in Oakland and Alameda.

28. Number of the railroad crossings over the roads (specifying same)..... 1
 Crossing Nevada County Narrow Gauge Railroad near Colfax.

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

(Included in report of Southern Pacific Company, lessee.)

ROLLING STOCK.

	No.	Average Weight.
1. Locomotives	242	.....
Average weight of engines in working order		83,000
Maximum weight of engines in working order.....[153,140]		
2. Tenders	233	.....
Average weight of tenders full of fuel and water		67,000
Maximum weight of tenders full of fuel and water ...[86,450]		
Average joint weight of engines and tenders		150,000
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender.[55 feet]		
4. Total length of heaviest engine and tender over all		
.....[65 feet 5 inches]		
5. Snow plows	10	40,000
6. Passenger cars	272	.....
Average weight		45,000
Maximum weight		
.....[55,600]		
7. Mail and baggage cars	70	36,900
8. Eight-wheel box freight cars	2,572	19,000
10. Eight-wheel platform cars	1,866	15,000
12. Other cars	255	.....

14. Total number of freight cars, including coal, etc., on a basis of eight wheels, owned by the Central Pacific Railroad Company..... 4,537
 15. Number of locomotives equipped with train brakes 242 | || (Kind of brake: Westinghouse.) | | |
| 16. Number of cars equipped with train brakes—passenger, 349; freight, 4,437. (Kind of brake: Westinghouse.) | | 4,786 |
| 17. Number of passenger cars with Miller platform and buffer | | 349 |

MILEAGE, TRAFFIC, ETC.

(Included in report of Southern Pacific Company, lessee.)

LIST OF ACCIDENTS IN CALIFORNIA.

(Included in report of Southern Pacific Company, lessee.)

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

(Included in report of Southern Pacific Company, lessee.)

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Series	Date.	Due.	In what Money Payable—Interest and Principal.	Interest.		Authorized Amount.	Amount of Bonds Outstanding December 31, 1886.
					Rate.	Payable.		
California State aid .....	.....	July 1, 1864 ..	July 1, 1884 ..	U. S. coin	7 per cent.	Jan. and July ..	\$1,500,000 00	\$284,000 00
Central Pacific, first mortgage	A	July 1, 1865 ..	July 1, 1895 ..	U. S. coin	6 per cent.	Jan. and July ..	3,000,000 00	2,995,000 00
Central Pacific, first mortgage	B	July 1, 1866 ..	July 1, 1896 ..	U. S. coin	6 per cent.	Jan. and July ..	1,000,000 00	1,000,000 00
Central Pacific, first mortgage	C	July 1, 1866 ..	July 1, 1896 ..	U. S. coin	6 per cent.	Jan. and July ..	1,000,000 00	1,000,000 00
Central Pacific, first mortgage	D	July 1, 1866 ..	July 1, 1896 ..	U. S. coin	6 per cent.	Jan. and July ..	1,390,000 00	1,383,000 00
Central Pacific, first mortgage	E	Jan. 1, 1867 ..	Jan. 1, 1897 ..	U. S. coin	6 per cent.	Jan. and July ..	4,000,000 00	3,997,000 00
Central Pacific, first mortgage	F	Jan. 1, 1868 ..	Jan. 1, 1898 ..	U. S. coin	6 per cent.	Jan. and July ..	4,000,000 00	3,999,000 00
Central Pacific, first mortgage	G	Jan. 1, 1868 ..	Jan. 1, 1898 ..	U. S. coin	6 per cent.	Jan. and July ..	4,000,000 00	3,999,000 00
Central Pacific, first mortgage	H	Jan. 1, 1868 ..	Jan. 1, 1898 ..	U. S. coin	6 per cent.	Jan. and July ..	4,000,000 00	3,999,000 00
Central Pacific, first mortgage	I	Jan. 1, 1868 ..	Jan. 1, 1898 ..	U. S. coin	6 per cent.	Jan. and July ..	3,525,000 00	3,511,000 00
Western Pacific (old issue) .....	.....	Dec. 1, 1865 ..	Dec. 1, 1895 ..	U. S. coin	6 per cent.	June and Dec. ..	1,970,000 00	111,000 00
Western Pacific, first mortgage	A	July 1, 1869 ..	July 1, 1899 ..	U. S. coin	6 per cent.	Jan. and July ..	1,859,000 00	1,859,000 00
Western Pacific, first mortgage	B	July 1, 1869 ..	July 1, 1899 ..	U. S. coin	6 per cent.	Jan. and July ..	765,000 00	765,000 00
California and Oregon	A	Jan. 1, 1868 ..	Jan. 1, 1888 ..	U. S. coin	6 per cent.	Jan. and July ..	6,000,000 00	6,000,000 00
Central Pacific, California, and Or. Div. ..	B	Jan. 1, 1872 ..	Jan. 1, 1892 ..	U. S. coin	6 per cent.	Jan. and July ..	7,200,000 00	5,858,000 00
San Francisco, Oakland, and Alameda ..	.....	July 1, 1870 ..	July 1, 1890 ..	U. S. coin	8 per cent.	Jan. and July ..	1,500,000 00	135,000 00
San Joaquin Valley .....	.....	Oct. 1, 1870 ..	Oct. 1, 1900 ..	U. S. coin	6 per cent.	April and Oct. ..	6,080,000 00	6,080,000 00
Land grant .....	.....	Oct. 1, 1870 ..	Oct. 1, 1890 ..	U. S. coin	6 per cent.	April and Oct. ..	10,000,000 00	4,251,000 00
Land grant, second mortgage .....	.....	Oct. 1, 1885 ..	Oct. 1, 1915 ..	U. S. coin	6 per cent.	April and Oct. ..	10,000,000 00	5,000,000 00
Fifty year bonds of 1936 .....	.....	Oct. 1, 1886 ..	Oct. 1, 1936 ..	U. S. coin	6 per cent.	April and Oct. ..	16,000,000 00	8,565,000 00
Income .....	.....	May 1, 1878 ..	May 1, 1888 ..	U. S. coin	8 per cent.	May and Nov. ..	6,000,000 00	83,000 00
Totals .....	.....	.....	.....	.....	.....	.....	\$82,930,000 00	\$59,880,000 00

12. TABLE B. U. S. GOVERNMENT BONDS ISSUED TO THE COMPANY.

Bonds.					
Character of.			Date of.		Due.
C. P. R. R. U. S. Bonds, 6 per cent currency...			1865 to 1872		30 years from date.
W. P. R. R. U. S. Bonds, 6 per cent currency..			1867 to 1872		30 years from date.
Payable in Coin or Currency.	Interest.		Bonds.		
Principal and Interest.	When Payable.	Rate.	Amount.	Proceeds of Sale— In Currency.	Discount— In Currency.
U. S. currency	January and July..	6	\$25,885,120	.....	.....
U. S. currency	January and July..	6	1,970,560	.....	.....
Totals .....	.....	.....	\$27,855,680	\$27,989,834	\$134,274

REMARKS.—These bonds were issued by the United States as a loan to aid in the construction of the Pacific railroads. They are to be paid back by the company, principal and interest, and annual payments are promptly made as required by law.

• The amount of currency realized in the sale of the bonds was converted into coin at a loss to the company of \$7,120,073 55; the amount received in coin being \$20,735,606 45. \$120 unsold.

TABLE C. LENGTH IN MILES OF ROADS AND TRACKS (SINGLE AND DOUBLE), OWNED BY THE COMPANY.

Length of Track, December 31, 1887.																
Main Line and Branches.	From.	To.	Single.		Double.		Length of Roadway—Single and Double Track.		Reduced to Single Track.							
			Iron.	Steel.	Iron.	Steel.	Iron and Steel.	Track.		Sidings.	Track and Sidings.					
								Iron.	Steel.		Iron.	Steel.	Iron.	Steel.	Iron and Steel.	
Main line without State line	State line	Terminus near Ogden	28,9270	569,4430			28,9270	569,4430	598,3700	28,9270	569,4430	69,9892	98,9162	569,4430	608,3892	
Main line within State	Oakland Wharf	State line	33,4075	240,2994			33,4075	240,2994	273,7069	33,4075	240,2994	129,7043	163,1118	240,2994	403,4112	
Oregon Branch	Roseville	Oregon State line	92,1537	204,3153			92,1537	204,3153	296,4690			34,9224	127,0761	204,3153	331,3914	
Visalia Branch	Lathrop	Near Goshen		146,0796				146,0796	146,0796			22,9258	22,9258	146,0796	169,0054	
San José Branch	Niles	San José	5,0422	12,4941			5,0422	12,4941	17,5563			1,7597	6,8019	12,4941	19,2960	
	Oakland Pier	Brooklyn														
Oakland and Alameda Branches.	Drawbridge	Melrose			7,7200		2,6572	14,6528	17,3100			1,8624	4,5196	22,3728	26,8924	
	Mastic	7th and Harrison														
	Fernside	Alameda Wharf														
		Brooklyn														
Total on whole road, December 31, 1887			162,1876	1,179,5642	7,7200		162,1876	1,187,2842	1,349,4718	162,1876	1,195,0042	261,1638	423,3514	1,195,0042	1,618,3556	
Total constructed during year, net increase				69,4390				69,4390			69,4390	14,0355	14,0355	69,4390	83,4745	
Total within the State constructed during year, net increase																
Total without the State constructed during year, net increase											69,4390	12,1525	12,1525	69,4390	81,5915	
												1,8830	1,8830		1,8830	
December 31, 1887.													Total.			
The length of rail is double the length of single track, columns (b) and (c) above.													Without State.		Total.	
													Length in Miles.		Length in Miles.	
Length of iron rail.													648,8704		197,8324	
Length of steel rail													1,251,1224		1,338,8860	
Total length of steel rail laid during the year													214,5116		22,7168	
Total length of iron rail replaced by steel rail during the year													52,9168		22,7168	

TABLE D.

Grants or Donations in Bonds or Money, from States, Counties, Towns, Corporations, or Individuals, not Repayable by Company.

Bonds.	Interest Payable.		Total of Bonds or Cash.	Disposed of.			Int'l accrued to Company December 31, 1887.	Remarks.
	Character of.	By Whom.		Amount of Bonds.	Cash Realized.	Discount.		
San Francisco County Bonds*.		San Francisco County.	\$400,000	\$400,000	\$321,752 75	\$78,247 75	\$27,805 00	The amount received for the sale of these bonds and the interest accrued to the company were credited to construction account.
San Francisco County Bonds†.		San Francisco County.	250,000	250,000	175,000 00	75,000 00	-----	

*The above 400 bonds were issued to the Central Pacific Railroad Company as a compromise of a claim of the company against the City and County of San Francisco, but were not a donation.

†The above 250 bonds were issued to the Western Pacific Railroad Company under the same circumstances as the 400 that were issued to the Central Pacific Railroad Company.

TABLE E. OTHER AIDS OR GRANTS, FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.
Lands Granted by the United States Government.

To what Railroad Company.	Acres per Mile.	Number of Miles.	Number of Acres.			Estimated Value.†	
			Total.	Less Reserved by Gov't.	Net Total.	Per Acre.	Total.
Central Pacific	12,800	742.00	9,497,600	1,500,000	7,997,600	\$2 50	\$19,994,000 00
Western Pacific*	12,800	123.38	1,579,264	1,153,264	426,000	2 50	1,045,000 00
California and Oregon	12,800	192.00	3,724,800	-----	3,724,800	2 50	9,312,000 00
Totals	-----	-----	-----	-----	12,148,400	-----	\$30,371,000 00

*The Western Pacific Railroad Company had disposed of lands prior to its consolidation with this company.

†On account of conflicting and overlapping grants, adverse claims, arbitrary restrictions, and desert land, it is impossible to make a close estimate of the value of these lands. The value stated is derived from an estimate of the acres earned under the several Acts of Congress, and applying the rate per acre fixed by the Government for adjoining lands.

TABLE E—Continued.

Lands or property, including right of way donated by State, counties, towns, corporations, or individuals, stating in detail the amount of land granted for right of way, for stations, for shops, for storehouses, etc.

By whom Donated.	Description of Property.
Sacramento City.....	.....20 $\frac{3}{10}$ acres in the slough at Sacramento.
Oakland Water Front Company.....	.....Land Oakland water front.
State of California.....	.....Half interest in Mission bay lands, San Francisco.

MEM.—No donation of lands or property other than is specified above in Tables D and E have ever been made to this company, except lands for right of way, stations, shops, and storehouses. In most instances the lands for right of way, stations, etc., were purchased by the contractors.

TABLE OF SALES OF LAND GRANTED BY UNITED STATES GOVERNMENT.

Amounts Paid and Due on Sales—Currency and Coin.

	Amount Due.			Amount Paid.		
	Principal.	Accrued Interest.	Total.	Principal.	Interest.	Total.
To December 31, 1887	\$1,117,407 53	\$4,986 35	\$1,122,393 88	\$6,308,206 73	\$1,506,217 82	\$7,814,424 55
During the year				417,613 97	78,332 13	495,946 10

Net Cash Receipts in Coin, Deducting Discount on Currency and Expenses.

	Net Coin Receipts.
To December 31, 1887, prior to trust mortgage.....	(a) \$445,571 01
Subsequent to trust mortgage.....	7,308,853 54

Application of Amount placed in hands of Trustees for Redemption of Bonds. (To be stated in Coin.)

	Bonds Redeemed.			Total Received by Trustees.	Balance on Hand.	Discount or Premium on Bonds Redeemed.
	Number.	Amount.	Cost.			
To December 31, 1886	5,430	\$5,430,000 00	\$5,445,188 35	\$6,858,549 53	\$1,413,361 18	\$15,188 35
During year 1887	309	309,000 00	321,262 50	480,792 25		12,262 50
Total to December 31, 1887.....	5,739	\$5,739,000 00	\$5,766,450 85	(b) \$7,339,341 78	\$1,572,800 93	\$27,450 85
Cash from sales not placed in hands of Trustees				(c) \$475,082 77		
Total net receipts as above stated (a=b+c)				\$7,814,424 55		

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Chas. F. Crocker, the Third Vice-President of the Central Pacific Railroad Company, and E. H. Miller, Jr., the Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1887.

CHAS. F. CROCKER.
E. H. MILLER, Jr.

Subscribed and sworn to before me, this twelfth day of July, 1888.

E. B. RYAN,
Notary Public in and for the City and County of San Francisco.

LOS ANGELES AND INDEPENDENCE RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Chas. F. Crocker, President.....	San Francisco.
Timothy Hopkins, Vice-President.....	San Francisco.
W. E. Brown.....	San Francisco.
F. S. Douty, Secretary and Treasurer.....	
W. V. Huntington.....	
Charles Crocker.....	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Corner Fourth and Townsend Streets, Room 4 San Francisco.

The Los Angeles and Independence Railroad Company was incorporated January 4, 1875.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$4,000,000 00
2. Capital stock authorized by votes of the company.....	4,000,000 00
3. Capital stock issued [number of shares, 5,025]; amount paid in.....	502,500 00
5. Total amount paid in as per books of the company.....	502,500 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	10
10. Number of stockholders in California.....	10
11. Amount of stock held in California.....	502,500 00
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets.....	18,777 00
Cash on hand.....	187 70

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry.....	}	\$362,272 32
2. Bridging.....		
3. Superstructure, including rails.....		
4. Land.....		
Land damages.....		
Fences.....		
5. Passenger and freight stations.....		
6. Engine houses, car sheds, and turntables.....		
7. Machine shops, including machinery and tools.....		
8. Interest.....		
9. Engineering.....	}	55,656 07
Agencies, salaries, and other expenses during construction.....		
Wharves.....		
11. Total cost of construction.....		\$417,928 39

Equipment.

	No.	Cost.
13. Snow plows on wheels	2	-----
16. Passenger cars	3	-----
Baggage cars	1	-----
17. Freight cars	78	-----
Other cars	10	-----
18. Total for equipment		\$90,357 13

REVENUE FOR THE YEAR.

13. Derived from rents and use of road and equipment when leased	\$20,196 00
14. Total transportation earnings	\$20,196 00
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.), (specifying same):	
Sale of land at Santa Monica	1,500 00
19. Total income derived from all sources	\$21,696 00

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local	(Included in lease.)
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	\$256 00
5. Total	256 00

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$21,440 00
2. Percentage of same to capital stock and net debt	4.3
3. Percentage of same to total property and assets	4.24
5. Dividends declared (4 per cent) for the year. Amount	\$20,100 00
6. Date of last dividend declared	[February 28, 1887]
7. Balance for the year, or surplus	1,340 00
8. Surplus at commencement of the year	17,437 00
10. Total surplus, December 31, 1887	18,777 00

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT, AND RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(Leased to Southern Pacific Company.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1887.

Debits.

Cost of road	\$417,928 39
Cost of equipment	90,357 13
Cash, cash assets, and other items (specifying same):	
Current accounts	18,777 00
Total	527,062 52

Credits.

Capital stock	\$502,500 00
Profit and loss (profit, if any)	24,562 52
Total	\$527,062 52

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1887.

	Debits.	Credits.
Balance January 1, 1887		\$24,722 52
Rental January 1, 1887, to December 31, 1887		20,196 00
General expenses	\$256 00	
Dividend No. 8	20,100 00	
Balance forward to 1888	24,562 52	
Total	\$44,918 52	\$44,918 52

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Santa Monica to Los Angeles	Dec., 1875.
2. Length of main line of road from Santa Monica to Los Angeles	16.83 miles.
Length of main line in California	16.83 miles.
10. Total length of road belonging to this company	16.83 miles.
11. Aggregate length of siding and other tracks not enumerated above	1.7555 miles.
13. Aggregate length of track belonging to this company computed as single track	18.5815 miles.
18. Number of wooden bridges (aggregate length, 1,447 feet), in California ..	8
19. Number of crossings of highways at grade, in California	12
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	12
27. Number of railroad crossings at grade	1
Street railroad at Park Station.	

ROLLING STOCK.

	No.	Average Weight.	Market Value.
1. Locomotives	2		
Maximum weight of engines in working order [60,000]			
2. Tenders	2		
Average weight of tenders full of fuel and water		25,000	
Maximum weight of tenders full of fuel and water [30,000]			
Average joint weight of engines and tenders		85,000	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender			
[41½ feet]			
4. Total length of heaviest engine and tender over all [49½ feet]			
6. Passenger cars	3		
Maximum weight			
[37,250]			
7. Mail and baggage cars	1	36,000	
8. Eight-wheel box freight cars	16	19,000	
10. Eight-wheel platform cars	62	15,000	
12. Other cars	10		
13. Total market value, cost			\$90,357 13
14. Total number of freight cars, including coal, etc., on a basis of eight wheels			78
15. Number of locomotives equipped with train brakes			2
(Kind of brake: Vacuum.)			
16. Number of cars equipped with train brakes			75
(Kind of brake: Vacuum.)			

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Charles F. Crocker, President of the Los Angeles and Independence Railroad Company, and Frank S. Douty, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-four sheets, have been compiled and compared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1887.

CHARLES F. CROCKER.
FRANK S. DOUTY.

Subscribed and sworn to before me, this fifteenth day of May, 1888.

E. B. RYAN,
Notary Public.

LOS ANGELES AND SAN DIEGO RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Charles Crocker, President	San Francisco.
N. T. Smith, Treasurer	Alameda.
J. L. Willcutt, Secretary	Oakland.
Leland Stanford	San Francisco.
Charles F. Crocker	San Francisco.
E. H. Miller, Jr.	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Los Angeles and San Diego Railroad Company.....San Francisco, California.

The Los Angeles and San Diego Railroad Company was incorporated October 10, 1876.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$5,600,000 00
3. Capital stock issued [number of shares, 5,708]; amount paid in	570,800 00
5. Total amount paid in as per books of the company	570,800 00
8. Par value of shares issued	100 00
9. Total number of stockholders	10
10. Number of stockholders in California	8
11. Amount of stock held in California	508,550 00

DEBT.

12. Funded debt as follows:	
Bonds	556,000 00
Interest paid on same during year	\$33,360
13. Total amount of funded debt	556,000 00
16. Total gross debt liabilities	\$556,000 00
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand	58,137 73
18. Total net debt liabilities	\$497,862 27

COST OF ROAD, EQUIPMENT, AND PROPERTY--ROAD AND BRANCHES.

11. Total cost of construction	\$1,119,074 14
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PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

27. Whole amount of permanent investments	\$1,119,074 14
28. Property in California	\$1,119,074 14
30. Cash and cash assets	58,137 73
31. Total property and assets of company	\$1,177,211 87

SINKING AND CONTINGENT FUNDS.

Showing amount of same, and their purpose.

Applicable to Redemption of What Bonds— Character.	Terms and Conditions of Funds.
First mortgage	Sinking fund, \$12,000 yearly. To commence year 1900.

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING YEAR.

20. Net addition to property account for year	\$1,002 70
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REVENUE FOR THE YEAR.

(Operated by Southern Pacific Company, under lease.)

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$33,384 00
4. Interest accrued during the year:	
On funded debt	33,360 00
7. Balance for the year, or surplus	\$24 00
8. Surplus at commencement of the year	\$5,220 11
Deduct entries made in profit and loss account during the year, not included in the foregoing statement	110 00
9. Surplus at commencement of the year, as changed by aforesaid entries..	5,110 11
10. Total surplus, December 31, 1887	\$5,134 11

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT, AND RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(Operated by Southern Pacific Company.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1887.

<i>Debits.</i>	
Cost of road	\$1,119,074 14
Cash	58,137 73
Total	\$1,177,211 87
<i>Credits.</i>	
Capital stock	\$570,800 00
Funded debt	556,000 00
Other debts:	
Texas Pacific lands	45,277 76
Profit	5,134 11
Total	\$1,177,211 87

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1887.

	Debits.	Credits.
To general expense	\$10 00	
Legal expense	100 00	
Interest on bonds	33,360 00	
Balance carried down	5,134 11	
By balance December 31, 1886		\$5,220 11
Road earnings		33,384 00
	\$38,604 11	\$38,604 11
By balance brought down		5,134 11

DESCRIPTION OF ROAD.

1. Date when the road, or portions thereof, were opened for public use:	
From Florence to Nietos	April 15, 1874.
From Nietos to Anaheim	Jan. 14, 1875.
From Anaheim to Santa Ana	Dec. 17, 1877.
2. Length of main line of road from Florence to Santa Ana (leased March 1, 1885)	27.82 miles.
Length of main line in California	27.82 miles.
10. Total length of road belonging to this company	27.82 miles.
11. Aggregate length of siding and other tracks not enumerated above	2.65 miles.
12. Same in California	2.65 miles.
13. Aggregate length of track belonging to this company computed as single track	30.47 miles.
14. Same in California	30.47 miles.
19. Number of crossings of highways at grade, in California	37
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	37

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

37. Number of stations on all roads owned by this company	10
38. Same in California	10
40. Miles of telegraph owned by this company	33.06
41. Number of telegraph offices in company stations	7
43. Number of telegraph stations operated jointly by railroad and telegraph companies	7

MILEAGE, TRAFFIC, ETC.

(Operated by Southern Pacific Company.)

12. TABLE A. FUNDED DEBT.

To include all Bonds Payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
First mortgage...	July 1, 1880..	July 1, 1910..	Gold	Gold	6	Jan. and July.
Authorized Amount.	Total Issued December 31, 1887.		Accrued Interest—During Year.		Amount of Bonds Outstanding December 31, 1887.	
\$2,800,000 00	\$556,000 00		\$33,360 00		\$556,000 00	

STATE OF CALIFORNIA, }
County of San Francisco. } ss.

Charles F. Crocker, President of the Los Angeles and San Diego Railroad Company, and J. L. Willcutt, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1887.

CHAS. F. CROCKER.
J. L. WILLCUTT.

Subscribed and sworn to before me, this fifth day of June, 1888.

E. B. RYAN,
Notary Public.

MONTEREY RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Charles Crocker, President	San Francisco.
Charles F. Crocker, Vice-President	San Francisco.
N. T. Smith, Treasurer	Alameda.
J. L. Willcutt, Secretary	Oakland.
Timothy Hopkins	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Monterey Railroad Company San Francisco.

The Monterey Railroad Company was incorporated January 24, 1880.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$250,000 00
3. Capital stock issued [number of shares, 2,500]; amount paid in	250,000 00
5. Total amount paid in as per books of the company	250,000 00
8. Par value of shares issued	100 00
9. Total number of stockholders	10
10. Number of stockholders in California	8
11. Amount of stock held in California	185,400 00

DEBT.

12. Funded debt as follows:	
Bonds	\$225,000 00
Interest paid on same during year	\$11,375 00
13. Total amount of funded debt	\$225,000 00
14. Unfunded debt:	
Sinking fund	5,000 00
16. Total gross debt liabilities	\$230,000 00
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand	\$20,943 85
18. Total net debt liabilities	\$209,056 15

COST OF ROAD, EQUIPMENTS, AND PROPERTY—ROAD AND BRANCHES.

Construction.

11. Total cost of construction	\$500,966 99
--------------------------------------	--------------

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

27. Whole amount of permanent investments.....	\$500,966 99
28. Property in California	500,966 99
30. Cash and cash assets.....	20,943 85
31. Total property and assets of the company.....	521,910 84

32. SINKING AND CONTINGENT FUNDS.

Showing amount of same, and their purpose.

Applicable to Redemption of what Bonds— Character.			Terms and Conditions of Funds.		
First mortgage			Sinking fund, \$5,000, yearly; commenced year 1882.		
Total to December 31, 1887.			Received during Year.	Applied during Year.	On Hand Dec. 31, 1887.
Invested.	Applied.	On Hand.			
\$30,000	\$25,000	\$5,000	\$5,000	\$5,000	\$5,000

REVENUE FOR THE YEAR.

(Operated by Southern Pacific Company under lease.)

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$20,400 00
4. Interest accrued during the year:	
On funded debt.....	11,375 00
7. Balance for the year, or surplus	\$9,025 00
8. Surplus at commencement of the year.....	\$15,278 89
Deduct entries made in profit and loss account during the year, not included in the foregoing statement.....	2,393 05
9. Surplus at commencement of the year, as changed by aforesaid entries.....	12,885 84
10. Total surplus, December 31, 1887	\$21,910 84
11. Paid to sinking funds, in hands of Trustees.....	5,000 00

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT, AND RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(See lessee's report.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1887.

Debits.

Cost of road	\$500,966 99
Cash	20,943 85
Total.....	\$521,910 84

Credits.

Capital stock	\$250,000 00
Funded debt	225,000 00
Other debts (specifying same):	
Redeemed bonds	25,000 00
Sinking fund	5,000 00
Profit and loss (profit, if any).....	16,910 84
Total.....	\$521,910 84

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1887.

	Debits.	Credits.
General expenses	\$10 00	-----
Taxes	2,383 05	-----
Interest on bonds	11,375 00	-----
Sinking funds	5,000 00	-----
Balance carried down	16,910 84	-----
Balance, December 31, 1886		\$15,278 89
Road earnings		20,400 00
Totals	\$35,678 89	\$35,678 89
Balance brought down		16,910 84

DESCRIPTION OF ROAD.

1. Date when road or portions thereof were opened for public use:	
From Castroville to Morocojo	} Jan. 11, 1880.
From Morocojo to Martins	
From Martins to Bardins	
From Bardins to Monterey	
From Bardins to Del Monte	} Sept. 12, 1881.
From Del Monte to Monterey	
2. Length of main line of road from Castroville to Monterey	15.12 miles.
Length of main line in California	15.12 miles.
10. Total length of road belonging to this company	15.12 miles.
11. Aggregate length of siding and other tracks not enumerated above	1.60 miles.
12. Same in California	1.60 miles.
13. Aggregate length of track belonging to this company computed as single track	16.72 miles.
14. Same in California	16.72 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail	30.24 miles.
19. Number of crossings of highways at grade, in California	5
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	5

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

37. Number of stations on all roads owned by this company	6
38. Same in California	6
40. Miles of telegraph owned by this company	15.12
41. Number of telegraph offices in company stations	3
43. Number of stations operated jointly by railroad and telegraph companies	3

ROLLING STOCK, AND MILEAGE, TRAFFIC, ETC.
(Operated by Southern Pacific Company, under lease.)

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
First mortgage ...	April 1, 1880.	April 1, 1900.	Gold	Gold	5	October & April.
Authorized Amount.	Total Issued December 31, 1887.	Accrued Interest During Year.	Am't of Bonds Outstanding Dec. 31, 1887.	Bonds Received During Year Ending Dec. 31, 1887.		
				Amount.	Cost.	
\$250,000 00	\$250,000 00	\$11,375 00	\$225,000 00	\$5,000 00	\$5,000 00	

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Charles F. Crocker, Vice-President of the Monterey Railroad Company, and J. L. Willcutt, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1887.

CHARLES F. CROCKER.
J. L. WILLCUTT.

Subscribed and sworn to before me, this fifth day of June, 1888.

E. B. RYAN,
Notary Public.

NORTHERN CALIFORNIA RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

N. D. Rideout, President.....	Marysville.
A. J. Binney, Manager.....	Marysville.
Norman Rideout, Secretary and Treasurer.....	Marysville.
C. S. Brooks.....	Marysville.
James McWilliams.....	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Northern California Railroad Company.....Marysville, California.

The Northern California Railroad Company was incorporated September 6, 1884.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$320,000 00
2. Capital stock authorized by votes of company.....	320,000 00
3. Capital stock issued [number of shares, 3,200].	
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	5
10. Number of stockholders in California.....	5

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Road and equipment, in running order, purchased at Commissioners' mortgage foreclosure sale, January 22, 1881.

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company.....	\$17,442 03
5. Derived from express and extra baggage.....	1,706 44
6. Derived from mails.....	1 316 68
7. Total earnings from passenger department.....	\$20,465 15
12. Total earnings from freight department.....	32,619 05
14. Total transportation earnings.....	\$53,084 20
15. Earnings per mile of road operated.....	\$2,003 17
16. Earnings per train mile (total passenger and freight).....	2 74

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local.....	\$2,132 95
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV.....	1,249 49
5. Total.....	\$3,382 44

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties).....	\$7,532 98
Number of miles.....	2,202 56
4. New ties, cost.....	1,190 17
5. Repairs of bridges.....	558 21
6. Repairs of buildings and fixtures (stations and turntables).....	130 94
10. Repairs of locomotives.....	616 08
14. Fuel for engines and cars: Cords of wood, cost.....	2,788 00
17. Oil, and waste, and locomotive supplies.....	951 88
19. Total.....	<u>\$19,353 26</u>

Class III—Passenger traffic expenses.

2. New passenger, mail, and baggage cars, charged to operating expenses..	\$5,001 50
4. Salaries, wages, and incidentals of passenger trains.....	5,549 58
5. Salaries, wages, and incidentals of passenger stations.....	7,229 93
8. Total.....	<u>\$37,134 27</u>

Class IV—Freight traffic expenses.

1. Repairs of freight and passenger cars.....	\$1,215 17
3. Damages and gratuities, freight, and stock killed.....	343 50
8. Total.....	<u>\$38,692 94</u>

NET INCOME, DIVIDENDS, ETC.

1. Total net income.....	\$14,391 26
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EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from Passenger Department, as per "Revenue for the Year," No. 7.....	\$20,465 15
--	-------------

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from Freight Department, as per "Revenue for the Year," No. 12.....	\$32,619 05
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GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1887.

Debits.

Cost of road.....	\$850,000 00
Cost of equipment.....	320,000 00

Credits.

Capital stock.....	\$320,000 00
Profit and loss (profit, if any).....	14,391 26

DESCRIPTION OF ROAD.

2. Length of main line of road from Marysville to Oroville.....	26 miles.
Length of main line in California.....	26 miles.
10. Total length of road belonging to this company.....	26 miles.
11. Aggregate length of siding and other tracks not enumerated above.....	1 mile.
12. Same in California.....	1 mile.
16. Number of spans of bridges of twenty-five feet and upward, in California.....	1
18. Number of wooden bridges in California.....	24
27. Number of railroad crossings at grade.....	1

ROLLING STOCK.

1. Locomotives.....	2
2. Tenders.....	2
6. Passenger cars.....	2
7. Mail and baggage cars.....	1
8. Eight-wheel box freight cars.....	6
10. Eight-wheel platform cars.....	13
12. Other cars.....	3

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	19.345
3. Rate of speed of accommodation trains, including stops, per hour	25
4. Miles run by freight trains, per hour	17
15. Highest rate of fare per mile for any distance (excluding one mile)	5.51 cents.
16. Lowest rate of fare per mile for any distance (single fare)	4.71 cents.
21. Highest rate of freight per ton per mile for any distance	11.32 cents.
22. Lowest rate of freight per ton per mile for any distance	2.64 cents.
26. Average number of cars in passenger trains (including baggage cars)	2
30. Number of persons regularly employed by company, including officers	34
Average monthly pay of engine drivers	\$90 00
Average monthly pay of passenger conductors	60 00
Average monthly pay of baggage masters	60 00
Average monthly pay of brakemen, flagmen, and switchmen	55 00
Average monthly pay of section men	40 00
Average monthly pay of mechanics in shops, per day	3 50
Average monthly pay of laborers	40 00

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE), OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduced to single track by adding length of double track.			Length of Track December 31, 1887.	
			Single.	
Main Line and Branches.	From.	To.	Iron.	Steel.
Main line within State	Marysville	Oroville	25	1½

STATE OF CALIFORNIA, }
County of Yuba. } ss.

Andrew J. Binney, General Manager, President of the Northern California Railroad Company, being duly sworn, deposes and says, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1887.

ANDREW J. BINNEY.

Subscribed and sworn to before me, this twentieth day of June, 1888.

C. S. BROOKS, Notary Public.

NORTHERN RAILWAY COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

W. V. Huntington, President	San Francisco.
Charles F. Crocker, Vice-President	San Francisco.
E. H. Miller, Jr., Treasurer	San Francisco.
Timothy Hopkins, Secretary	San Francisco.
Leland Stanford	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner Fourth and Townsend Streets

San Francisco.

The Northern Railway Company was incorporated July 17, 1871.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$8,400,000 00
2. Capital stock authorized by votes of company.....	8,400,000 00
3. Capital stock issued [number of shares, 61,905]; amount paid in.....	6,190,500 00
5. Total amount paid in as per books of the company.....	6,190,500 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	20
10. Number of stockholders in California.....	18
11. Amount of stock held in California.....	6,122,500 00

DEBT.

12. Funded debt as follows:	
Bonds.....	4,464,000 00
Interest paid on same during year.....	\$267,840
13. Total amount of funded debt.....	\$4,464,000 00
14. Unfunded debt:	
All other debts, current credit balances, etc.....	133,950 00
16. Total gross debt liabilities.....	\$4,597,950 00
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand.....	\$402,415 40
Sinking funds.....	39,270 00
	441,685 40
18. Total net debt liabilities.....	\$4,156,264 60

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

11. Total cost of construction.....	\$11,553,252 36
17. Freight cars: Hand cars and section cars.....	3,256 38
18. Total for equipment.....	\$3,256 38

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

23. Steamboat property: Steamer ferryboat Solano.....	\$500,000 00
26. Total for property purchased, etc.....	\$11,553,252 36
30. Cash and cash assets.....	441,685 40
31. Total property and assets of the company.....	\$11,994,937 76

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

8. Engineering, agencies, salaries, and other expenses during construction:	
Right of way, San Pablo.....	\$300 00
Signal system, Oakland.....	150 37
20. Net addition to property account for the year.....	\$450 37

REVENUE FOR THE YEAR.

13. Derived from rents for use of road and equipment when leased.....	\$600,000 00
Less general expenses.....	1,657 23
14. Total transportation earnings.....	\$598,342 77
17. Income derived from rent of property, other than road equipment (specifying same):	
Rent of land, Oakland.....	219 00
19. Total income derived from all sources.....	\$598,561 77

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

(See lessee's report.)

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$598,561 77
2. Percentage of same to capital stock and net debt	5.78
3. Percentage of same to total property and assets	4.99
4. Interest accrued during the year:	
On funded debt	\$267,840
5. Dividends declared (3½ per cent) for the year. Amount.....	\$216,667 50
6. Date of last dividend declared, February 28, 1887. No. 6	
7. Balance for the year, or surplus	330,721 77
8. Surplus at commencement of the year.....	\$1,095,689 87
Deduct or add entries made in profit and loss account during the year, not included in the foregoing statement dividend ..	\$216,667 50
9. Surplus (or deficit) at commencement of the year, as changed by afore-said entries	879,022 37
10. Total surplus, December 31, 1887.....	1,209,744 14

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(See lessee's report.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(See lessee's report.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1887.

Debits.

Cost of road	\$11,553,252 36
Cost of equipment	3,256 38
Cash, cash assets, and other items (specifying same)	402,415 40
Sinking funds	39,270 00
Total	\$11,998,194 14

Credits.

Capital stock	\$6,190,500 00
Funded debt	4,464,000 00
Other debts (unpaid coupons due January 1, 1888)	133,950 00
Profit and loss (profit, if any)	1,209,744 14
Total	\$11,998,194 14

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1887.

	Debits.	Credits.
Rental land in Oakland		\$219 00
Rental railroad		600,000 00
General expenses	\$1,657 23	
Interest	267,840 00	
Profit	330,721 77	
Totals	\$600,219 00	\$600,219 00

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:
- San Pablo Division*—
- From West Oakland to Shell Mound Aug. 16, 1876.
- From Shell Mound to Martinez Jan. 9, 1878.
- From Benicia to Suisun Dec. 28, 1879.
- Northern Division*—
- From Woodland to Willows July 1, 1876.
- From Williams to Willows Oct. 3, 1878.
- From Willows to Orland July 31, 1882.
- From Orland to Tehama Sept. 27, 1882.
3. Length of line with track laid, if road is not completed 148,2240 miles.
4. Length of double track on main line 4.6812 miles.
10. Total length of road belonging to this company 148,2240 miles.
11. Aggregate length of siding and other tracks not enumerated above 44.7937 miles.
12. Same in California 44.7937 miles.
13. Aggregate length of track belonging to this company computed as single track 197.6989 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 50 pounds) 128.2464 miles.
19. Number of crossings of highways at grade, in California 104
20. Number of crossings of highways over railroad, in California 3
22. Number of highway bridges eighteen feet above track, in California 3
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California 107
27. Number of railroad crossings at grade 5
- California and Nevada Railroad at Emery.
- Tramway at Pinole.
- Tramway at Pinole Works.
- Tramway at Martinez.
- Colusa Railroad at Colusa Junction.
29. Number of railroad crossings under other railroads (specifying each) ... 1
- California Redwood Company, track at Tunnel No. 1.

ROLLING STOCK.

12. Other cars, hand cars and section cars \$3,256 38
13. Total market value \$3,256 38

MILEAGE, TRAFFIC, ETC.

(See lessee's report.)

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
First mortgage.	Jan. 1, 1887..	Jan. 1, 1907 ..	Gold	Gold	6	January and July.
Authorized Amount.		Total Issued.	Accrued Interest.		Amount of Bonds Outstanding December 31, 1887.	
		December 31, 1887.	During Year.			
\$6,300,000 00		\$3,964,000 00	\$252,840 00		\$3,964,000 00	

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE), OWNED BY THE COMPANY.

Length of Track December 31, 1887.																	
Main Line and Branches.	From.	To.	Single.		Double.	Length of Roadway—Single and Double Track.		Reduced to Single Track.		Track and Sidings.							
			Iron.	Steel.	Steel.	Iron.	Steel.	Track.		Sidings.							
								Iron.	Steel.	Iron.	Steel.						
Main line within State.			Junction S.P. & A. R. R., near Martinez.			31,0231	31,0231										
Benicia Junction Cal. Pac. near Woodland.			26,3419		4,6812	16,3428	16,3428		35,7043	25,6216	25,6216	35,7043	61,3259				
			16,3428					16,3428	16,3428	5,3155	5,3155	16,3428	21,6583				
			76,1993					76,1993	76,1993	13,8566	38,5154	76,1993	114,7147				
			24,6588					24,6588	128,2464	1,9637	1,9637	128,2464	157,6989				
			118,8840		4,6812	24,6588	128,5662	148,2240	128,2464	1,9637	1,9637	128,2464	1,9637				
Total on whole road December 31, 1887.																	
Total constructed during year (account of sidings).																	
December 31, 1887.																	
Within State.						Total.											
Length in Miles.			Average Weight per Mile (Tons).			Total Weight (Tons).			Length in Miles.			Average Weight per Mile (Tons).			Total Weight (Tons).		
138,9050			44			6,111,8200			138,9050			44			6,111,8200		
256,4928			39,2857			10,076,4992			256,4928			39,2857			10,076,4992		
3,9274			44			172,8056			3,9274			44			172,8056		
The length of rail is double the length of single track, columns (b) and (c) above.																	
Length of iron rail																	
Length of steel rail																	
Total length of iron rail laid during the year, account construction of sidings.																	

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Chas. F. Crocker, President of the Northern Railway Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-four sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1887.

CHAS. F. CROCKER.
W. V. HUNTINGTON.

Subscribed and sworn to before me this eighth day of June, 1888.

E. B. RYAN,
Notary Public.

PAJARO AND SANTA CRUZ RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Charles F. Crocker, President.....	San Francisco.
A. C. Bassett, Vice-President	San Francisco.
N. T. Smith, Treasurer.....	Alameda.
J. L. Willcutt, Secretary.....	Oakland.
Timothy Hopkins.....	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Pajaro and Santa Cruz Railroad Company.....San Francisco.

The Pajaro and Santa Cruz Railroad Company was incorporated June 3, 1884, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
Pajaro and Santa Cruz Railroad Company.....	March 8, 1884.
Loma Prieta Railroad Company.....	July 10, 1882.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$650,000 00
3. Capital stock issued [number of shares, 6,500]; amount paid in.....	650,000 00
5. Total amount paid in as per books of the company.....	650,000 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	11
10. Number of stockholders in California.....	11
11. Amount of stock held in California.....	650,000 00

DEBT.

12. Funded debt as follows:	
Bonds.....	530,000 00
Interest paid on same during year.....	\$31,800 00
13. Total amount of funded debt.....	\$530,000 00
14. Unfunded debt:	
All other debts, current credit balances, etc.....	\$15,900 00
	<u>\$1,195,900 00</u>
16. Total gross debt liabilities.....	\$318 64
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand.....	\$46,754 21
18. Total net debt liabilities.....	\$1,149,145 79

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

11. Total cost of construction \$1,148,827 15

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

27. Whole amount of permanent investments \$1,148,827 15
 28. Property in California 1,148,827 15
 30. Cash and cash assets 46,754 21
 31. Total property and assets of the company 1,195,581 36

REVENUE FOR THE YEAR.

(Operated by Southern Pacific Company under lease.)

NET INCOME, DIVIDENDS, ETC.

1. Total net income \$31,800 00
 4. Interest accrued during year: on funded debt \$31,800 00
 8. Deficit at commencement of the year 308 64
 Add entries made in profit and loss account during the year
 not included in the foregoing statement 10 00
 10. Deficit at commencement of the year as changed by aforesaid entries... \$318 64

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT, AND RECEIPTS,
EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(Operated by Southern Pacific Company under lease.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1887.

Debits.

Cost of road \$1,148,827 15
 Cash 46,754 21
 Profit and loss (loss, if any) 318 64
 Total \$1,195,900 00

Credits.

Capital stock \$650,000 00
 Funded debt 530,000 00
 Other debts (specifying same):
 Coupons (due January 1, 1888) 15,900 00
 Total \$1,195,900 00

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1887.

	Debits.	Credits.
To balance December 31, 1886	\$308 64	
	10 00	
	31,800 00	
By road earnings		\$31,800 00
Balance		318 64
	\$32,118 64	\$32,118 64
To balance brought down	\$318 64	

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:		
From Pajaro to Santa Cruz.....	} Consolidated June 3, 1884.	
From Aptos to Monte Vista.....		
2. Length of main line of road from Pajaro to Santa Cruz (leased March 1, 1885).....		21.20 miles.
Length of main line in California.....		21.20 miles.
5. Branches owned by the company.....		1
Loma Prieta branch from Aptos to Monte Vista; single track.....		5.00 miles.
6. Total length of branches owned by the company.....		5.00 miles.
7. Total length of branches owned by the company in California.....		5.00 miles.
10. Total length of road belonging to this company.....		26.20 miles.
11. Aggregate length of siding and other tracks not enumerated above.....		3.16 miles.
12. Same in California.....		3.16 miles.
13. Aggregate length of track belonging to this company computed as single track.....		29.36 miles.
14. Same in California.....		29.36 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California.....		13
18. Number of wooden bridges (aggregate length 1,207 feet), in California.....		11
19. Number of crossings of highways at grade in California.....		25
20. Number of crossings of highways over railroad, in California.....		6
21. Number of crossings of highways under railroad, in California.....		2
22. Number of highway bridges eighteen feet above track, in California.....		6
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....		33
27. Number of railroad crossings at grade.....		
At Santa Cruz crossing the Southern Pacific Coast Railroad.....		2

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

Leased March 1, 1885.

37. Number of stations on all roads owned by this company.....	10
38. Same in California.....	10
40. Miles of telegraph owned by this company.....	26.20
41. Number of telegraph offices in company stations.....	3
43. Number of telegraph stations operated jointly by railroad and telegraph companies.....	3

MILEAGE, TRAFFIC, ETC.

(Operated by Southern Pacific Company under lease.)

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
First Mortgage....	Jan. 1, 1885.	Jan. 1, 1915.	Gold	Gold	6	July and January.
Authorized Amount.	Total Issued December 31, 1887.	Accrued Interest.		Amount of Bonds Outstanding December 31, 1887.		
		During Year.	Overdue Jan. 1, 1888.			
\$530,000 00	\$530,000 00	\$31,800 00	\$15,900 00	\$530,000 00		

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE), OWNED BY THE COMPANY. LEASED MARCH 1, 1885.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1887.						
			Single.	Length of Roadway—Single and Double Track.			Reduced to Single Track.		
				Iron.	Iron.	Iron and Steel.	Iron.	Sidings.	Track and Sidings.
Main Line and Branches.	From.	To.	Iron.	Iron.	Iron and Steel.	Iron.	Iron.	Iron and Steel.	
Main line within State -----	Pajaro -----	Santa Cruz -----	21.20	21.20	21.20	21.20	2.13	23.33	
Loma Prieta Branch -----	Aptos -----	Monte Vista -----	5.00	5.00	5.00	5.00	6.03	6.03	
Total on whole road, March 1, 1885 -----			26.20	26.20	26.20	26.20	3.16	29.36	
The length of rail is double the length of single track, column (b) above.			March 1, 1885.						
			Within the State.			Total.			
			Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).	
Length of iron rail -----			58.72	44	2,583.68	58.72	44	2,583.68	

STATE OF CALIFORNIA, }
County of San Francisco. } ss.

Chas. F. Crocker, President of the Pajaro and Santa Cruz Railroad Company, and J. L. Willcutt, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1887.

CHAS. F. CROCKER.
J. L. WILLCUTT.

Subscribed and sworn to before me, this fifth day of June, 1888.

E. B. RYAN,
Notary Public.

SACRAMENTO AND PLACERVILLE RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President.....	San Francisco.
Charles F. Crocker, Vice-President	San Francisco.
Timothy Hopkins, Treasurer.....	San Francisco.
W. V. Huntington, Secretary	San Francisco.
C. P. Huntington.....	New York.

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner of Fourth and Townsend Streets.....San Francisco.

The Sacramento and Placerville Railroad Company was incorporated April 19, 1877, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below: .

Names of Railroad Companies.	Dates of Incorporation.
Sacramento Valley Railroad Company.....	August 4, 1852.
Folsom and Placerville Railroad Company	September 29, 1876.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$2,000,000 00
2. Capital stock authorized by votes of company	2,000,000 00
3. Capital stock issued [number of shares, 16,462]; amount paid in	1,646,200 00
4. Capital stock paid in on shares not issued [number of shares, 1,098].....	109,800 00
5. Total amount paid in as per books of the company	1,756,000 00
6. Par value of shares issued.....	100 00
9. Total number of stockholders.....	20
10. Number of stockholders in California	17
11. Amount of stock held in California	812,700 00

DEBT.

12. Funded debt as follows:	
Bonds.....	\$1,404,000 00
Interest paid on same during year.....	\$84,240 00
13. Total amount of funded debt.....	\$1,404,000 00
14. Unfunded debt:	
All other debts, current credit balances, etc.	78,740 43
16. Total gross debt liabilities.....	\$1,482,740 43
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Sinking funds	138,125 76
18. Total net debt liabilities.....	\$1,344,614 67

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

		<i>Construction.</i>	
11. Total cost of construction		\$3,052,444 49
		<i>Equipments.</i>	
12. Locomotives		3
16. Passenger cars		1
Mail cars		1
17. Freight cars		65
Other cars		18

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN FOREGOING ACCOUNT.

24. Investments in transportation lines.		
Old road of Placerville and Sacramento railroad	.....	\$1,520,000 00
26. Total for property purchased, etc.	.....	1,520,000 00
27. Whole amount of permanent investments	.....	1,532,444 49
30. Cash and cash assets	.....	138,125 76
31. Total property and assets of the company	.....	3,190,570 25

32. SINKING AND CONTINGENT FUNDS.

Showing amount of same, and their purpose.

Applicable to Redemption of what Bonds— Character.	Terms and Conditions of Funds.
First mortgage Sacramento and Placerville Railroad	..... \$20,000 per annum to be set aside for a sinking fund, beginning in 1881.

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	.....	\$36,873 55
5. Derived from express	.....	1,800 00
6. Derived from mails	.....	3,199 80
7. Total earnings from passenger department	.....	\$41,873 35
8. Derived from local freight on roads operated by this company	.....	\$79,534 70
12. Total earnings from freight department	.....	\$79,534 70
13. Derived from rents for use of road and equipment when leased	.....	\$9,143 00
Miscellaneous	.....	4,694 77
Mileage	.....	11 00
14. Total transportation earnings	.....	\$135,256 82
18. Income derived from all other sources (including accretions from sink- ing funds, investments in stock, bonds, steamboat property, transpor- tation lines, etc.), (specifying same):		
Interest on sinking fund debt	.....	\$22,095 00
19. Total income derived from all sources	.....	\$157,351 82

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local	.....	\$333 45
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:		
General expense	.....	968 05
Office expense	.....	3,420 00
Miscellaneous	.....	295 55
Damages, killing stock, etc.	.....	2,046 86
5. Total	.....	\$7,063 91
6. Proportion belonging to passenger department, 34.5 per cent.	.....	\$2,437 04
7. Proportion belonging to freight department, 65.5 per cent.	.....	4,626 87

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties).....	\$20,432 32
3. Steel rails laid, deducting old rails taken up. (Number of miles, 2.22; weight per yard, 50 pounds).....	9,922 89
4. New ties. (Number, 16,941); cost.....	8,470 50
5. Repairs of bridges.....	1,245 98
6. Repairs of buildings and fixtures (stations and turntables).....	351 74
10. Repairs of locomotives.....	6,031 34
14. Fuel for engines and cars: Number of cords of wood, 999; cost.....	4,995 00
Number of tons of coal, 1,169 $\frac{4}{5}$ $\frac{8}{10}$; cost.....	6,720 05
15. Water and water stations.....	300 00
16. Fuel for stations and shops (wiping and cleaning of engines).....	289 40
17. Oil and waste.....	319 61
19. Total.....	<u>\$59,078 83</u>
20. Proportion of same to passenger department, 34.5 per cent.....	\$20,383 20
21. Proportion of same to freight department, 65.5 per cent.....	38,695 63

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars.....	\$1,690 10
4. Salaries, wages, and incidentals of passenger trains.....	2,835 41
Stationery, printing and advertising.....	621 91
8. Total.....	<u>\$5,147 42</u>

Class IV—Freight traffic expenses.

1. Repairs of freight cars.....	\$1,047 05
3. Damages and gratuities, freight.....	343 40
4. Salaries, wages, and incidentals of freight trains.....	12,372 30
5. Salaries, wages, and incidentals of freight and passenger stations not separated.....	12,243 37
7. Amount paid other roads for balance of mileage of freight cars: Paid Southern Pacific Company for mileage of passenger freight cars.....	4,901 88
8. Total.....	<u>\$30,908 00</u>
9. Total expenses of operating the road embraced in Classes I, II, III, and IV.....	102,198 16

NET INCOME, DIVIDENDS, ETC.

1. Total net income.....	\$33,058 66
2. Percentage of same to capital stock and net debt..... 1.06	
3. Percentage of same to total property and assets..... 1.03	
4. Interest accrued during the year: On funded debt.....	\$84,240 00
7. Balance for the year (deficit).....	51,181 34
8. Deficit at commencement of the year.....	\$23,967 46
9. Deficit at commencement of the year, as changed by aforesaid entries.....	23,967 46
10. Total deficit, December 31, 1887.....	75,148 80

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from passenger department, as per "Revenue for the Year," No. 7.....	\$41,873 35
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6.....	2,437 04
4. Expenses, proportion of "Maintenance of Way and Buildings, and Move- ment Expenses," as per Class II, No. 20.....	20,383 20
5. Expenses, "Passenger Traffic," as per Class III, No. 8.....	5,147 42
6. Total expenses.....	27,967 66
8. Net earnings.....	13,905 69

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from freight department, as per "Revenue for the Year," No. 12.....	\$79,534 70
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7.....	4,626 87
4. Expenses, proportion of "Maintenance of Way and Buildings, and Move- ment Expenses," as per Class II, No. 21.....	38,695 63
5. Expenses, "Freight Traffic," as per Class IV, No. 8.....	30,908 00
6. Total expenses.....	74,230 50
8. Net earnings.....	5,304 20

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1887.

<i>Debits.</i>	
Cost of road	\$3,052,444 49
Sinking funds in hands of Trustees	138,125 76
Cash, cash assets, and other items (specifying same):	
United States Post Office department	902 39
Profit and loss (loss, if any)	75,148 80
Total	<u>\$3,266,621 44</u>
<i>Credits.</i>	
Capital stock	\$1,756,000 00
Funded debt	1,404,000 00
Other debts (specifying same):	
Unpaid coupons	42,660 00
Central Pacific Railroad Hospital	723 50
Sinking fund interest	22,095 00
Suspense	600 00
C. H. Cummings, Cashier	5,186 01
Pacific Improvement Company	35,356 93
Total	<u>\$3,266,621 44</u>

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1887.

	Debits.	Credits.
Earnings		\$135,256 82
Operating expenses	\$100,896 66	
General expense	968 05	
Taxes	333 45	
Interest	84,240 00	
Loss		51,181 34
Totals	<u>\$186,438 16</u>	<u>\$186,438 16</u>

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Sacramento to Folsom	Feb. 22, 1856.
From Folsom to Shingle Springs	Jan. 20, 1865.
2. Length of main line of road from Sacramento to Shingle Springs	47.71
Length of main line in California	47.71
10. Total length of road belonging to this company	47.71
11. Aggregate length of siding and other tracks not enumerated above	6.83
13. Aggregate length of track belonging to this company computed as single track	54.54
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail	906
16. Number of spans of bridges of twenty-five feet and upwards, in California	1
18. Number of wooden bridges in California	12
19. Number of crossings of highways at grade, in California	32
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	32
27. Number of railroad crossings at grade	1
Southern Pacific Company's tracks cross Sacramento and Placerville Company's track at Brighton.	
34. Total miles of road operated by this company	47.71
35. Total miles of road operated by this company in California	47.71
36. Number of stations on all roads operated by this company	22
41. Number of telegraph offices in company stations	4

ROLLING STOCK.

	No.	Average Weight.	Market Value.
1. Locomotives.....	3		\$22,000
Average weight of engines in working order.....		56,933	
Maximum weight of engines in working order [60,200].....			
2. Tenders.....		36,833	
Average weight of tenders full of fuel and water [40,000].....			
Average joint weight of engines and tenders.....		93,766	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender..... [41 ft. 2½ in.]			
4. Total length of heaviest engine and tender over all [49.6 ft.]			
6. Passenger cars.....	2		5,000
Average weight.....		33,500	
Maximum weight..... [33,500]			
7. Mail and baggage cars.....	1		4,000
8. Eight-wheel box freight cars.....	29		17,400
10. Eight-wheel platform cars.....	7		2,800
12. Other cars (eight section cars and ten hand cars).....			1,125

14. Total number of freight cars, including coal, etc., on a basis of eight wheels.....	36
15. Number of locomotives equipped with train brakes..... (Kind of brake: Westinghouse automatic air.)	3
16. Number of cars equipped with train brakes..... (Kind of brake: hand.)	36
17. Number of passenger cars with Miller platform and buffer.....	2

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains.....	37,960
2. Rate of speed of express passenger trains, including stops (per hour)...	20 miles.
4. Miles run by freight trains.....	30,048
5. Rate of speed of express freight trains, including stops (per hour).....	12 miles.
7. Miles run by other trains, and for what purpose: Work train, excursion, and switch.....	2,985
8. Total train miles run.....	70,993
9. Total number of passengers carried.....	32,423
Number of through passengers going east (or north).....	3,377½
Number of through passengers going west (or south).....	3,319½
Number of local passengers going east (or north).....	13,354½
Number of local passengers going west (or south).....	12,371½
10. Total passenger mileage, or passengers carried one mile.....	663,321
12. Number of tons of freight carried (not including gravel).....	52,159,34½
13. Total freight mileage, or tons carried one mile.....	2,564,732,822
30. Number of persons regularly employed by company, including officers..	53
Average monthly pay of engine drivers.....	120 00
Average monthly pay of passenger conductors.....	100 00
Average monthly pay of freight conductors.....	100 00
Average monthly pay of baggage masters.....	65 00
Average monthly pay of brakemen, flagmen, and switchmen.....	65 00
Average monthly pay of section men.....	44 00
Average monthly pay of laborers.....	44 00

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.		Date.	Due.	In what Money Payable.	
				Interest.	Principal.
First mortgage S. V. Railroad...		Jan. 1, 1855.	Jan. 1, 1875.	Not specified.	Not specified.
First mortgage S. and P. Railroad		Jan. 1, 1887.	Jan. 1, 1907.	Gold -----	----- Gold.
Interest.		Authorized Amount.	Total Issued, December 31, 1887.	Accrued Interest, During Year.	Amount of Bonds Outstanding December 31, 1887.
Rate.	Payable.				
10 per cent. ..	Jan. and July.	\$700,000	-----	-----	-----
6 per cent. ..	Jan. and July.	1,675,000	\$1,404,000	\$84,240	\$1,404,000

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE), OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.				Length of Track December 31, 1887.					
				Single.		Reduced to Single Track.			
						Track.	Sid-ings.	Track and Sidings.	
Main line and Branches.	From.	To.	Iron.	Steel.	Iron.	Steel.	Iron.	Iron and Steel.	
Main line with- in State.....	Sacramento	Shingle Springs	38.65	9.06	38.65	9.06	6.83		54.54
The length of rail is double the length of single track.					December 31, 1887.				
					Within the State.				
					Length in Miles.	Average Weight per Mile.	Total Weight (Tons).		
Length of iron rail					95.40	44	4,197.60		
Length of steel rail					13.68	44	601.92		

STATE OF CALIFORNIA, }
 City and County of San Francisco. } ss.

Chas. F. Crocker, Vice-President of the Sacramento and Placerville Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-four sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1887.

CHAS. F. CROCKER,
 W. V. HUNTINGTON.

Subscribed and sworn to before me, this eighth day of June, 1888.

E. B. RYAN,
 Notary Public.

SAN FRANCISCO AND NORTH PACIFIC RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

J. M. Donahue, President	San Francisco.
H. C. Whiting, Vice-President	San Francisco.
Mrs. Annie Donahue	San Francisco.
J. H. Von Schroder, Treasurer	San Francisco.
T. I. Bergin	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

No. 410 Mission Street

The San Francisco and North Pacific Railroad Company was incorporated June 29, 1879, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
San Francisco and North Pacific Railroad	June 22, 1872.
Sonoma and Marin Railroad	November 13, 1877.
Fulton and Guerneville Railroad	May 23, 1877.

CAPITAL STOCK.

2. Capital stock authorized by votes of company	\$5,000,000 00
3. Capital stock issued; amount paid in	3,750,000 00
5. Total amount paid in as per books of the company	3,750,000 00
6. Par value of shares issued	100 00
9. Total number of stockholders	7
10. Number of stockholders in California	7
11. Amount of stock held in California	3,750,000 00
14. Unfunded debt:	
Incurred for construction, equipment, or purchase of property and bills	11,655 91
All other debts, current credit balances, payrolls, etc.	12,981 57
First National Bank	54,171 21
Coal account	34,169 34
Rent	107,250 00
Sundries	301,995 02
16. Total gross debt liabilities	\$496,523 05

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

1. Grading and masonry	}	\$3,147,628 15
2. Bridging		
3. Superstructure, including rails		
5. Passenger and freight stations		
6. Engine houses, car sheds, and turntables	}	139,569 61
7. Machine shops, including machinery and tools		
Steam shovel		20,697 94
.....		7,970 62
11. Total cost of construction		\$3,315,866 32

Equipment.

	Number.	To Dec. 31, 1887.
		Cost.
12. Locomotives	13	\$149,564 86
14. Parlor cars		
15. Sleeping cars		
16. Passenger cars		
Mail cars		
Baggage cars		
17. Freight cars		
Other cars		389,933 08
18. Total for equipment		\$539,497 94

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. Lands:		
Land and improvements		\$67,006 65
23. Steamboat property:		
Steamer Tiburon		\$145,258 63
Steamer J. M. Donahue		85,000 00
Steamer Antelope (sold to break up)		40,000 00
Steamer Latham (broken up)		1,000 00
Steamer Tickett (broken up)		500 00
Launch (sold)		650 00
Total		\$272,408 63
25. Other property purchased:		
Engines		6,500 00
Furniture		7,226 51
Trucks and scales		3,394 43
		\$17,120 94
26. Total for property purchased, etc.		4,211,900 48
29. Amount of supplies and materials on hand		63,149 07
30. Cash and cash assets		1,207,020 89
31. Total property and assets of the company		5,482,070 44

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

4. Land		28,929 30
5. Passenger and freight stations	}	18,762 16
Woodsheds and water stations		
6. Engine houses, car sheds, and turntables	}	19,372 21
7. Machine shops		
11. Parlor cars	}	19,372 21
12. Sleeping cars		
13. Passenger, mail, and baggage cars	}	19,372 21
14. Freight and other cars		
17. Any other expenditures charged to property account (specifying same):		
Furniture		131 21
18. Total		\$67,194 92

19. Property sold and credited to property account during the year (specifying same):		
Old dump cars	\$1,391 38	
Steamer "Antelope"	3,500 00	
		\$ 4,891 38
20. Net addition to property account for the year		\$62,303 54

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	\$308,774 77
4. Derived from other sources belonging to passenger department (storage)	45 00
5. Derived from express and extra baggage	15,397 18
6. Derived from mails	10,956 64
7. Total earnings from passenger department	\$335,173 59
8. Derived from local freight on roads operated by this company	\$256,768 48
14. Total transportation earnings	\$591,942 07
17. Income derived from rent of property, other than road and equipment (specifying same):	
Rents	9,113 75
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.), (specifying same):	
Sacramento Valley Railroad and miscellaneous	19,630 05
19. Total income derived from all sources	\$620,685 87

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local	\$22,001 03
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Superintendent's expenses	3,835 05
Steamer expenses	87,435 62
Office expenses	18,883 71
Stationery and printing	5,818 20
Advertising account	8,857 50
Repairs of steamers	4,471 10
Miscellaneous expenses	3,674 36
Repairs of wharf	640 36
Legal expenses	2,456 25
Interest and discount	568 52
Salary of officers	9,000 00
5. Total	\$167,641 70

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of roads (exclusive of bridges, new rails, and new ties)	\$63,728 00
5. Repairs of bridges	10,142 48
6. Repairs of buildings and fixtures (stations and turntables)	5,341 36
7. Repairs of and additions to machine shops and machinery	2,282 09
10. Repairs of locomotives	28,798 51
14. Fuel for engines and cars	25,732 00
15. Water and water stations	3,075 95
19. Total	\$139,101 37

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	\$21,550 09
3. Damages and gratuities, passengers	1 50
4. Salaries, wages, and incidentals of ferries	16,422 39
6. Amount paid other corporations or individuals not operating roads, for use of passenger cars and repair of same	24,516 01
8. Total	\$62,489 99

Class IV—Freight traffic expenses.

3. Damages and gratuities, freight.....	\$663 28
8. Totals.....	663 28
9. Total expenses of operating the road embraced in Classes I, II, III, and IV.....	399,146 34
11. Percentage of expenses to total transportation earnings.....[64.36]	
12. Amount paid other companies as rent for use of road (specifying each company, the amount and basis on which rent is computed): San Francisco and San Rafael Railroad.....\$29,250 00	
13. Total expenses.....	399,146 34

NET INCOME, DIVIDENDS, ETC.

1. Total net income.....	\$221,539 53
7. Balance for the year, or surplus (or deficit).....	\$221,539 53
8. Surplus (or deficit) at commencement of the year.....	1,014,007 86
	1,235,547 39
10. Total surplus (or deficit) December 31, 1887.....	1,235,547 39

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1887.

<i>Debits.</i>	
Cost of road.....	\$3,315,866 32
Cost of equipment.....	896,034 16
Supplies and materials on hand.....	63,149 07
Cash, cash assets, and other items (specifying same).....	1,207,020 89
Total.....	\$5,482,070 44
<i>Credits.</i>	
Capital stock.....	\$3,750,000 00
Other debts (specifying same).....	496,523 05
Profit and loss (profit, if any).....	1,235,547 39
Total.....	\$5,482,070 44

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1887.

Net gain.....	\$221,539 53
---------------	--------------

DESCRIPTION OF ROAD.

1. Date when the road, or portions thereof, were opened for public use:	
From Donahue to Santa Rosa.....	Jan. 1, 1870.
From Santa Rosa to Windsor.....	March 1, 1871.
From Windsor to Grants.....	April 10, 1871.
From Grants to Healdsburg.....	July 1, 1871.
From Healdsburg to Cloverdale.....	April 15, 1872.
From Fulton to Guerneville.....	May 29, 1876.
From Petaluma to San Rafael.....	June 2, 1879.
2. Length of main line of road from Donahue to Cloverdale.....	56 miles.
5. Branches owned by the company—names and description of; single or double track:	
Junction to San Rafael.....	20½ miles.
Fulton to Guerneville.....	16 miles.
6. Total length of branches owned by the company.....	36½ miles.
10. Total length of road belonging to this company.....	101½ miles.
11. Aggregate length of siding and other tracks not enumerated above.....	15 miles.
13. Aggregate length of track belonging to this company computed as single track.....	116½ miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail.....	32½ miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California.....	13
18. Number of wooden bridges (aggregate length, 164 feet), in California.....	13

Bridges built within the year in California.

Location.	Kind.	Length.	When Built.
Healdsburg.....	Combination..	400 feet.....	February, 1887.

19. Number of crossings of highways at grade, in California.....	91
20. Number of crossings of highways over railroad, in California.....	2
21. Number of crossings of highways under railroad, in California.....	1
22. Number of highway bridges eighteen feet above track, in California.....	2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	94
34. Total miles of road operated by this company.....	101½
36. Number of stations on all roads operated by this company.....	37
37. Number of stations on all roads owned by this company.....	37
39. Miles of telegraph on line of road operated by this company.....	85½
41. Number of telegraph offices in company stations.....	12
42. Number of telegraph stations operated by this company.....	12

ROLLING STOCK.

	Number.	Average Weight.
1. Locomotives.....	13	
Average weight of engines in working order.....		60,000
Maximum weight of engines in working order..... [80,000]		
2. Tenders.....	13	
Average weight of tenders full of fuel and water.....		40,700
Maximum weight of tenders full of fuel and water..... [46,000]		
Average joint weight of engines and tenders.....		100,700
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender..... [43 feet 10 inches]		
4. Total length of heaviest engine and tender over all..... [52 feet 6 inches]		
6. Passenger cars (including three smokers).....	26	
Average weight.....		39,000
Maximum weight, palace car..... [57,000]		
7. Mail and baggage cars.....	4	40,000
8. Eight-wheel box freight cars.....	69	18,500
10. Eight-wheel platform cars.....	184	13,700
11. Four-wheel platform cars.....	13	11,500
12. Other cars:		
Stock and caboose.....	20	17,000
Coal and gravel.....	18	10,000
Excursion cars.....	7	30,000

14. Total number of freight cars, including coal, etc., on a basis of eight wheels.....	270
15. Number of locomotives equipped with train brakes.....	10
(Kind of brake: Air.).....	
16. Number of cars equipped with train brakes.....	37
(Kind of brake: Air.).....	
17. Number of passenger cars with Miller platform and buffer.....	33

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains.....	163,408
2. Rate of speed of express passenger trains, including stops.....	26 miles.
4. Miles run by freight trains.....	59,176
5. Rate of speed of express freight trains, including stops.....	10 miles.
7. Miles run by other trains, and for what purpose:	
Paymasters' train.....	2,073 miles.
Extra passenger.....	17,389 miles.
Extra freight.....	658 miles.
Work train.....	1,071 miles.
8. Total train miles run.....	243,785
26. Average number of cars in passenger trains (including baggage cars)....	4
27. Average number of cars in freight trains—basis of eight-wheel.....	20
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers).....	256,700 lbs.
29. Average weight of freight trains, including locomotives and tenders, in working order (exclusive of freight).....	442,700 lbs.

30. Number of persons regularly employed by company, including officers..	328
Average monthly pay of employés, other than officers	\$63 00
Average monthly pay of engine drivers	106 00
Average monthly pay of passenger conductors.....	100 00
Average monthly pay of freight conductors.....	90 00
Average monthly pay of baggage masters.....	65 00
Average monthly pay of brakemen, flagmen, and switchmen.....	60 00
Average monthly pay of section men	60 00
Average monthly pay of mechanics in shops.....	97 00
Average monthly pay of laborers.....	47 50

LIST OF ACCIDENTS IN CALIFORNIA.

	From their own misconduct or carelessness—in California.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.
Passengers	1	-----	1	-----
Employés	2	2	2	2
Others	1	-----	1	-----
Total	-----	-----	4	2

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

March 23, 1887—Man jumped overboard from steamer Tiburon, was drowned; name unknown.

April 30, 1887—J. O. Bruce, laborer, was struck by moving train in Tiburon yard; killed.

June 3, 1887—P. Shea, laborer; slightly injured by moving train in Tiburon yard.

August 16, 1887—Peter Donnelly, train hand; was run over and killed by moving train two miles south of Petaluma, asleep on track. James Mather, laborer; seriously injured while unloading freight from steamer Tiburon.

December 21, 1887—Julius Blume, a passenger; killed by jumping from a train while train was in motion.

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE), OWNED BY THE COMPANY.

Length of Track December 31, 1887.											
			Single.		Length of Roadway— Single and Double Track.		Reduced to Single Track.				
							Sidings.	Tracks and Sidings.			
Main Line and Branches.	From.	To.	Iron.	Steel.	Iron.	Steel.	Iron.	Iron and Steel.			
			Iron.	Steel.	Iron.	Steel.	Iron.	Iron and Steel.			
			Main line within the State. Branches. Branches.	Donahue.	Cloverdale	33 $\frac{1}{2}$	22 $\frac{1}{2}$	33 $\frac{1}{2}$	22 $\frac{1}{2}$	6 $\frac{1}{2}$	40 $\frac{1}{2}$
				Fulton Junction.	Guerneville San Rafael	16 19 $\frac{1}{2}$	1 1	16 19 $\frac{1}{2}$	1 1	3 $\frac{1}{2}$ 2	19 $\frac{1}{2}$ 25 $\frac{1}{2}$
Total on the whole road, December 31, 1887.			69	23 $\frac{1}{2}$	69	23 $\frac{1}{2}$	12 $\frac{1}{2}$	104 $\frac{1}{2}$			
December 31, 1887—Within State.											
The length of rail is double the length of single track, columns (b) and (c) above.							Length in Miles.	Average Weight per Mile.	Total Weight (Tons).		
							7 $\frac{1}{2}$	98,500	330		
Total length of iron rail laid during the year -----											

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

H. C. Whiting, Vice-President of the San Francisco and North Pacific Railroad Company, and S. W. Hoyt, Secretary pro tem. of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-four sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1887.

H. C. WHITING.
S. W. HOYT.

Subscribed and sworn to before me, this twenty-sixth day of July, 1888.

J. F. KINGSWELL,
Notary Public.

SAN JOAQUIN VALLEY AND YOSEMITE RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Charles F. Crocker, President.....	San Francisco.
S. T. Gage, Vice-President.....	San Francisco.
Timothy Hopkins, Treasurer.....	San Francisco.
W. V. Huntington, Secretary.....	San Francisco.
C. E. Green.....	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner Fourth and Townsend Streets.....San Francisco.

The San Joaquin Valley and Yosemite Railroad Company was incorporated February 12, 1886.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$500,000 00
2. Capital stock authorized by votes of company.....	500,000 00
3. Capital stock issued [number of shares 250]; amount paid in.....	2,500 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	5
10. Number of stockholders in California.....	5
11. Amount of stock held in California.....	2,500 shares.
19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company (giving name of each):	
This road is still in the hands of the contractors, not yet having been turned over to the stockholders, for which reason the company is unable to furnish any very accurate information.	
Road opened for public use May 10, 1886.	
Total length of road.....	20.98 miles.
Side track.....	0.84 miles.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Charles F. Crocker, President of the San Joaquin Valley and Yosemite Railroad Company, and W. V. Huntington, Secretary of said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing forty-four sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1887.

CHAS. F. CROCKER.
W. V. HUNTINGTON.

Subscribed and sworn to before me, this eighth day of June, 1888.

E. B. RYAN,
Notary Public.

SAN JOSÉ AND ALMADEN RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Charles F. Crocker, President.....	San Francisco.
A. C. Bassett, Vice-President	San Francisco.
N. T. Smith, Treasurer	Alameda.
J. L. Willcutt, Secretary	Oakland.
Ariel Lathrop.....	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

San José and Almaden Railroad CompanySan Francisco.

The San José and Almaden Railroad Company was incorporated March 2, 1886.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$100,000 00
3. Capital stock issued (number of shares 1,000); amount paid in.....	100,000 00
5. Total amount paid in as per books of the company	100,000 00
8. Par value of shares issued	100 00
9. Total number of stockholders.....	6
10. Number of stockholders in California	6
11. Amount of stock held in California	100,000 00

DEBT.

12. Funded debt as follows:	
Certificates of indebtedness (bills payable).....	\$100,000 00
13. Total amount of funded debt	100,000 00
16. Total gross debt liabilities.....	100,000 00
18. Total net debt liabilities	100,000 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

11. Total cost of construction.....	\$199,963 30
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PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS.

31. Total property and assets of the company	\$199,963 30
--	--------------

REVENUE FOR THE YEAR.

(Operated by the Southern Pacific Company under lease.)

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$6,000 00
4. Interest accrued during the year:	
On other debt	6,000 00
10. Total deficit December 31, 1887	36 70

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(Operated by Southern Pacific Company, under lease.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1887.

Debits.

Cost of road	\$199,963 30
Profit and loss (loss, if any)	36 70
Total	<u>\$200,000 00</u>

Credits.

Capital stock	\$100,000 00
Other debts (specifying same):	
Bills payable	100,000 00
Total	<u>\$200,000 00</u>

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1887.

	Debits.	Credits.
To balance December 31, 1886	\$36 70	
To interest	6,000 00	
By road earnings		\$6,000 00
By balance carried down		36 70
	<u>\$6,036 70</u>	<u>\$6,036 70</u>
To balance brought down	36 70	

DESCRIPTION OF ROAD.

1. Date when the road, or portions thereof, were opened for public use:	
From Hillsdale to Almaden	Nov. 16, 1886.
2. Length of main line of road from Hillsdale to Almaden	7.71 miles.
Length of main line in California	7.71 miles.
10. Total length of road belonging to this company	7.71 miles.
11. Aggregate length of siding and other tracks not enumerated above	0.75 miles.
12. Same in California	0.75 miles.
13. Aggregate length of track belonging to this company computed as single track	8.46 miles.
14. Same in California	8.46 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California	2
18. Number of wooden bridges (aggregate length, 128 feet), in California	1

Bridges built within the year in California.

Location.	Kind.	Material.	Length.	When Built.
Over Arroyo Seco	Straining beam	Wood	128 feet .....	.....

19. Number of crossings of highways at grade, in California	1
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	1
27. Number of railroad crossings at grade: South Pacific Coast Railroad, near Almaden station	1
37. Number of stations on all roads owned by this company	5
38. Same in California	5
40. Miles of telegraph owned by this company	7 $\frac{8}{10}$
41. Number of telegraph offices in company stations	2
43. Number of telegraph stations operated jointly by railroad and telegraph companies	2

MILEAGE, TRAFFIC, ETC.

(Operated by Southern Pacific Company, under lease.)

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE), OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.				Length of Track December 31, 1887.				
				Single.	Length of Roadway—Single and Double Track.		Reduced to Single Track.	
					Iron.	Iron and Steel.	Track.	Sidings. Track and Sidings.
Main Line and Branches.	From.	To.		Iron.	Iron.	Iron and Steel.	Iron.	Iron. (b)
Main line within State.....	Hillsdale.....	Almaden		7.71	7.71	7.71	7.71	0.75 8.46
Total on whole road, December 31, 1887				7.71	7.71	7.71	7.71	8.46
Total constructed during year				7.71	7.71	7.71	7.71	8.46
Total within the State constructed during year				7.71	7.71	7.71	7.71	8.46
				December 31, 1887.				
The length of rail is double the length of single track, column (b) above.				Within the State.			Total.	
				Length in Miles.	Average Weight per Mile (Tons of 2240 lbs.).	Total Weight (Tons).	Length in Miles.	Average Weight per Mile (Tons of 2240 lbs.). Total Weight (Tons).
Length of iron rail				16.92	44.00	744.48	16.92	44.00 744.48
Total length of iron rail laid during the year				16.92	44.00	744.48	16.92	44.00 744.48

STATE OF CALIFORNIA, }
County of San Francisco. } ss.

Charles F. Crocker, President of the San José and Almaden Railroad Company, and J. L. Willcutt, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1887.

CHAS. F. CROCKER.
J. L. WILLCUTT.

Subscribed and sworn to before me, this fifth day of June, 1888.

E. B. RYAN,
Notary Public.

SAN PABLO AND TULARE RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President.....	San Francisco.
Charles Crocker, Vice-President.....	New York.
Timothy Hopkins, Treasurer.....	San Francisco.
W. V. Huntington, Secretary.....	San Francisco.
E. H. Miller, Jr.....	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner of Fourth and Townsend Streets.....San Francisco, California.

The San Pablo and Tulare Railroad Company was incorporated July 19, 1871.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$3,750,000 00
2. Capital stock authorized by votes of company.....	3,750,000 00
3. Capital stock issued—number of shares.....	18,610
5. Total amount paid in as per books of the company.....	1,861,000 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	17
10. Number of stockholders in California.....	15
11. Amount of stock held in California.....	1,812,800 00

DEBT.

12. Funded debt as follows:	
Bonds.....	\$1,023,000 00
Interest paid on same during year.....	\$61,380
13. Total amount of funded debt.....	\$1,023,000 00
16. Total gross debt liabilities.....	\$1,023,000 00
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Sinking funds.....	\$55,534 23
Other securities and debt balances.....	128,180 00
18. Total net debt liabilities.....	\$839,285 77

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

11. Total cost of construction.....	\$2,929,663 53
26. Total for property purchased, etc.....	\$2,929,663 53
30. Cash and cash assets.....	128,180 00
31. Total property and assets of the company.....	\$3,057,843 53

32. SINKING AND CONTINGENT FUNDS.

Showing amount of same, and their purpose.

Applicable to Redemption of what Bonds.	Terms and Conditions of Funds.	Total to December 31, 1887.			
		On Hand.	Received During Year.	Applied During Year.	On Hand December 31, 1887.
First mortgage.	One per cent per annum of outstanding indebtedness to be set apart for a Sinking Fund, beginning Jan. 1, 1883.	\$31,534 23	\$24,000 00	\$24,000 00	\$55,534 23

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

5. Woodsheds and water stations.....	\$123 25
18. Total	123 25
20. Net addition to property account for the year.....	123 25

REVENUE FOR THE YEAR.

13. Derived from rents for use of road and equipment when leased.....	\$165,600 00
Less general expense.....	821 35
11. Total transportation earnings.....	\$164,778 65

NET INCOME, DIVIDENDS, ETC.

1. Total net income.....	\$164,778 65
2. Percentage of same to capital stock and net debt	6.08 per cent.
3. Percentage of same to total property and assets.....	5.38 per cent.
4. Interest accrued during the year:	
On funded debt	61,380 60
5. Dividends declared (4 per cent) for the year. Amount.....	74,440 00
6. Date of last dividend declared, No. 8.....	Feb. 28, 1887.
7. Balance for the year, or surplus	\$103,398 65
8. Surplus at commencement of the year	\$192,497 45
Deduct or add entries made in profit and loss account during the year, not included in the foregoing statement.	
Dividend	74,440 00
9. Surplus at commencement of the year, as changed by aforesaid entries.	118,057 45
10. Total surplus, December 31, 1887.....	221,456 10
11. Paid to sinking funds, in hands of Trustees	24,000 00

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(See lessee's report.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(See lessee's report.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1887.

<i>Debits.</i>	
Cost of road.....	\$2,929,663 53
Sinking funds in hands of Trustees	55,534 23
Cash, cash assets, and other items (specifying same)	128,180 00
Total	\$3,113,377 76
<i>Credits.</i>	
Capital stock	\$1,861,000 00
Funded debt	1,023,000 00
Other debts (specifying same):	
Sinking fund interest.....	7,921 66
Profit and loss (profit, if any)	221,456 10
Total	\$3,113,377 76

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1887.

Rental		\$165,600 00
General expense	\$821 35	
Interest	61,380 00	
Profit	103,398 65	
	\$165,600 00	\$165,600 00

DESCRIPTION OF ROAD.

1. Date when the road, or portions thereof, were opened for public use: From Tracy to Martinez.....	Sept. 3, 1878.
2. Length of main line of road from near Martinez to Tracy.....	46.5180 miles.
Length of main line in California.....	46.5180 miles.
3. Length of line with track laid, if road is not completed.....	46.5180 miles.
10. Total length of road belonging to this company.....	46.5180 miles.
11. Aggregate length of siding and other tracks not enumerated above.....	10.1307 miles.
12. Same in California.....	10.1307 miles.
13. Aggregate length of track belonging to this company computed as single track.....	56.6487 miles.
14. Same in California.....	56.6487 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, fifty pounds).....	
19. Number of crossings of highways at grade, in California.....	36
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	36
29. Number of railroad crossings under other railroads (specifying each).... Black Diamond Railroad, 19 feet clear, Cornwall. Pittsburg Railroad, 18½ feet clear, Los Medanos. Empire Railroad, 19 feet clear, Antioch.	3

MILEAGE, TRAFFIC, ETC.

(See lessee's report.)

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.	Interest.	
			Interest.	Rate.	Payable.
First mortgage ...	Apr. 1, 1878..	Apr. 6, 1908..	Gold	6 per cent.	Apr. and Oct.
Authorized Amount.	Total Issued December 31, 1887.		Accrued Interest— During Year	Am't of Bonds Outstanding December 31, 1887.	
\$3,750,000 00	\$1,023,000 00		\$61,380 00	\$1,023,000 00	

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

W. V. Huntington, Secretary of the said company, being duly sworn, deposes and says, that the statements, tables, and answers contained in the foregoing forty-four sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1887.

W. V. HUNTINGTON.

Subscribed and sworn to before me, this ninth day of June, 1888.

E. B. RYAN,
Notary Public.

SOUTHERN PACIFIC RAILROAD COMPANY.

NOTE.—Earnings and operating expenses, and all other operating statistics not given; the road being operated by Southern Pacific Company under lease.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Charles Crocker, President	San Francisco.
Charles F. Crocker, Vice-President	San Francisco.
N. F. Smith, Treasurer	San Francisco.
J. L. Willcutt, Secretary	San Francisco.
Wm. Hood, Chief Engineer	San Francisco.
Jerome Madden, Land Agent	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Southern Pacific Railroad Company, San Francisco.

The Southern Pacific Railroad Company was incorporated December 18, 1874, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Rail- road Com- panies.	Dates of In- corporation.	Names of Rail- road Com- panies.	Dates of In- corporation.	Names of Rail- road Com- panies.	Dates of In- corporation.
Southern Pa- cific R. R. Co. Los Angeles and San Pe- dro R. R. Co.	Aug. 19, 1873.	{ Southern Pa- cific R. R. Co.	Oct. 12, 1870.	{ San Francisco and San José R. R. Co.	Aug. 18, 1860.
				Southern Pa- cific R. R. Co.	Dec. 2, 1865.
	Feb. 18, 1868.	{ Southern Pa- cific Branch R. R. Co.	Dec. 23, 1872.	Santa Clara and Pajaro Valley R. R. Co.	Jan. 2, 1868.
				Cal. Southern R. R. Co.	Jan. 22, 1870.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$90,000,000 00
3. Capital stock issued [number of shares, 459,804]; amount paid in	45,908,400 00
4. Capital stock paid in on shares not issued [number of shares, 720]	14,400 00
5. Total amount paid in as per books of the company	45,994,800 00
7. Amount per share still due on stock not full paid	80 00
8. Par value of shares issued	100 00
9. Total number of stockholders	16
10. Number of stockholders in California, of record	13
11. Amount of stock held in California, of record	2,498,550 00

DEBT.

12. Funded debt as follows:	
Bonds	\$32,431,500 00
Interest paid on same during year by Southern Pacific Co..	\$1,985,340
13. Total amount of funded debt	\$32,431,500 00
14. Unfunded debt:	
Incurred for construction, equipment, or purchase of property	\$2,355 00
All other debts, current credit balances, etc.	1,282,527 26
Sinking fund	370 00
15. Total amount of unfunded debt	\$1,285,252 26
16. Total gross debt liabilities	\$33,716,752 26
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand	\$94,448 43
Sinking funds	202,000 00
Other securities and debt balances	8,788 82
Bills receivable—account land sales	3,224,175 63
Southern Pacific Company—account lease	120,084 42
18. Total net debt liabilities	\$30,067,254 96

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

[Includes equipment and real estate. These items are not kept separate and cannot be shown in detail.]

11. Total cost of construction	\$84,389,933 83
--------------------------------------	-----------------

Equipment.	Number.
12. Locomotives	83
14. Parlor cars	2
16. Passenger cars	108
Mail cars	6
Baggage cars	12
17. Freight cars	1,632
Other cars	364

26. Total for property purchased, etc.	} \$84,389,933 83
27. Whole amount of permanent investments	
28. Property in California	84,389,933 83
30. Cash and cash assets	3,649,497 30
31. Total property and assets of the company	88,039,431 13

32. SINKING AND CONTINGENT FUNDS.

Showing amount of same, and their purpose.

Applicable to Redemption of what Bonds.		Terms and Conditions of Funds.
Character.	Series.	
First mortgage -----	A	Proceeds of sales of Government lands*, and Sinking Fund \$100,000, yearly, com- menced in year 1882.†
First mortgage -----	B	
First mortgage -----	C	
First mortgage -----	D	
First mortgage -----	E	
First mortgage -----	F	

Total to December 31, 1887.			Received During Year.	Applied Dur- ing Year.	On Hand December 31, 1887.
Invested.	Applied.	On Hand.			
*\$5,297,088 53 +600,000 00	\$4,740,449 01 599,630 00	\$556,639 52 370 00	\$1,180,308 44 100,000 00	\$964,199 12 101,530 00	\$556,639 52 370 00

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	\$636,732 58	
2. Bridging		
3. Superstructure, including rails		
4. Land		
Land damages		
Fences		
5. Passenger and freight stations		
Woodsheds and water stations		
6. Engine houses, car sheds, and turntables		
7. Machine shops		
8. Engineering, agencies, salaries, and other expenses during construction		
9. Locomotives		
10. Snow plows on wheels	Included in construction shown above.	
11. Parlor cars		
12. Sleeping cars		
13. Passenger, mail, and baggage cars		[Less 2]
14. Freight and other cars		[Add 8]
15. Total		\$636,732 58
19. Property sold and credited to property account during the year (specify- ing same):		
Real estate		\$3,075 00
Buildings		365 00
		3,440 00
20. Net addition to property account for the year		\$633,292 58

REVENUE FOR THE YEAR.

(Operated by Southern Pacific Company, under lease.)

NET INCOME, DIVIDENDS, ETC.

8. Surplus at commencement of year	\$4,098,293 73	
Deduct entries made in profit and loss account during the year, not included in the foregoing statement	4,244,735 49	
9. Deficit at commencement of the year, as changed by aforesaid entries		\$46,441 76
10. Total deficit December 31, 1887		46,441 76
11. Paid to sinking funds, in hands of Trustees		100,000 00

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(Operated by Southern Pacific Company under lease.)

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(Operated by Southern Pacific Company under lease.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1887.

Debits.

Cost of road	}	\$84,389,933 83
Cost of equipment		
Cash, cash assets, and other items (specifying same):		
Cash		94,448 43
*Sinking fund investment		202,000 00
Bills receivable, account land sales		3,224,175 63
Southern Pacific Company, account lease		120,084 42
Other accounts		8,788 82
Total		\$88,039,431 13

Credits.

Capital stock	\$45,994,800 00
Funded debt	32,431,500 00
Other debts (specifying same):	
Trustees of mortgage	556,639 52
Sinking fund	370 00
Due for interest coupons	2,355 00
Southern Pacific Company, for improvements	634,006 88
Current accounts	89,525 86
Income accounts:	
Income used for redemption of bonds	\$5,050,500 00
Income used for sinking fund investment	202,000 00
Income from land sales, notes uncollected	3,224,175 63
	\$8,476,675 63
Less general income balance	146,441 76
Profit and loss (profit, if any)	8,330,233 87
Total	\$88,039,431 13

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1887.

	Debits.	Credits.
To income from land sales and earnings used in redemption of bonds transferred to credit of amount "First Mortgage Bonds Redeemed"	\$4,179,000 00	
To income from earnings used in purchase of bonds for re-investment	98,100 00	
By balance January 1, 1887		\$4,198,293 73
By balance carried down		78,806 27
Totals	\$4,277,100 00	\$4,277,100 00
To balance brought down January 1, 1887	\$78,806 27	
To general expense	7,590 76	
To legal expense	1,420 35	
To taxes	3,991 23	
To land department expense	74,717 57	
To annual payment to sinking fund	100,000 00	
By net profit under lease to Southern Pacific Company		\$120,084 42
By balance to January 1, 1888		146,441 76
Totals	\$266,526 18	\$266,526 18

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:

From San Francisco to Menlo Park	Oct. 17, 1863.
From Menlo Park to San José	Jan. 16, 1864.
From San José to Perrys	Jan. 11, 1869.
From Perrys to Gilroy	Mar. 13, 1869.
From Gilroy to Pajaro	Nov. 27, 1871.
From Pajaro to Salinas	Nov. 1, 1872.
From Salinas to Soledad	Aug. 12, 1873.
From Soledad to Kings	July 20, 1886.
From Kings to San Ardo	Aug. 20, 1886.
From San Ardo to San Miguel	Oct. 18, 1886.
From Carnadero to Hollister	July 31, 1870.
From Hollister to Tres Pinos	Aug. 12, 1873.
From Goshen to Huron	Feb. 1, 1877.
From Goshen to Tipton	July 25, 1872.
From Tipton to Delano	July 14, 1873.
From Delano to ten miles south of Lerdo	Aug. 1, 1874.
From ten miles south of Lerdo to Sumner	Oct. 26, 1874.
From Sumner to Caliente	April 26, 1875.
From Caliente to Keens	May 26, 1876.
From Keens to Mojave	Aug. 9, 1876.
From Mojave to Tunnel	Sept. 6, 1876.
From Tunnel to San Fernando	Jan. 1, 1876.
From San Fernando to Los Angeles	April 15, 1874.
From Los Angeles to Spadra	April 15, 1874.
From Spadra to Colton	July 16, 1875.
From Colton to Indio	May 29, 1876.
From Indio to Dos Palmas	Mar. 8, 1876.
From Dos Palmas to Pilot Knob	April 29, 1877.
From Pilot Knob to Colorado River	May 23, 1877.
From Los Angeles to Wilmington	Oct. 26, 1869.
From Mojave to Calico	Nov. 13, 1882.
From Calico to Amboy	Feb. 12, 1883.
From Amboy to Goffs	Mar. 19, 1883.
From Goffs to Needles	July 1, 1883.
From Needles to Junction with Atlantic and Pacific Railroad Com- pany	Aug. 9, 1883.
2. Length of main line of road from San Francisco to Colorado River..... 1,022.20 miles.
- Length of main line in California
10. Total length of road belonging to this company
11. Aggregate length of siding and other tracks not enumerated above..... 116.69 miles.
12. Same in California..... 116.69 miles.
11. Aggregate length of track belonging to this company computed as single
track
14. Same in California..... 1,138.89 miles.
15. Total lengths of steel rail in tracks belonging to this company, not includ-
ing steel top rail (weight per yard, fifty pounds)..... 1,447.96 miles.
- Weight per yard, fifty-six pounds
- Weight per yard, sixty pounds
16. Number of spans of bridges of twenty-five feet and upwards, in Cali-
fornia
17. Number of iron bridges (aggregate length, 1,533.7 feet) in California..... 84
18. Number of wooden bridges (aggregate length, 4,638.8 feet) in California..... 15
- 20

Bridges built within the year in California.

Location.	Kind.	Material.	Length.	When Built.
San Lorenzo Creek ..	Straining beams	Wood	256 eet.	Sept., 1886.
Salinas River	Howe truss	Wood	552 feet.	Dec., 1886.

19. Number of crossings of highways at grade, in California	440
20. Number of crossings of highways over railroad, in California	2
21. Number of crossings of highways under railroad, in California	3
23. Number of highway bridges less than eighteen feet above track, in California	2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	440
27. Number of railroad crossings at grade at Santa Clara and at Colton	2
37. Number of stations on all roads owned by this company	201
38. Same in California	201
40. Miles of telegraph owned by this company	1,021.8
41. Number of telegraph offices in company stations	77

ROLLING STOCK.

	No.	Average Weight (Ton, 2,000).
1. Locomotives	83	-----
Average weight of engines in working order		48.2
Maximum weight of engines in working order	[62]	
2. Tenders	83	-----
Average weight of tenders full of fuel and water		29.5
Maximum weight of tenders full of fuel and water	[31.2]	
Average joint weight of engines and tenders		77.7
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender. [48 feet]		
4. Total length of heaviest engine and tender over all. [61.6 feet]		
6. Passenger cars	110	-----
Average weight		18.2
7. Mail and baggage cars	18	15.7
8. Eight-wheel box freight cars	1,266	9.8
10. Eight-wheel platform cars	336	8
12. Other cars	364	2.2

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	1,143
15. Number of locomotives equipped with train brakes	68
(Kind of brake: Westinghouse air.)	
16. Number of cars equipped with train brakes	1,143
17. Number of passenger cars with Miller platform and buffer	114

MILEAGE, TRAFFIC, ETC.

(Operated by Southern Pacific Company under lease.)

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Series.	Date.	Due.	In what Money Payable—Principal and Interest.	Interest.	
					Rate per Cent.	Payable.
First mortgage....	A	April 1, 1875.	April 1, 1905.	Gold	6	Oct. 1 and Ap
First mortgage....	B	Oct. 1, 1875.	Oct. 1, 1905.	Gold	6	April 1 and Oct 1.
First mortgage....	C	Oct. 1, 1876.	Oct. 1, 1906.	Gold	6	April 1 and Oct. 1.
First mortgage....	D	Oct. 1, 1876.	Oct. 1, 1906.	Gold	6	April 1 and Oct. 1.
First mortgage....	E	April 1, 1882.	April 1, 1912.	Gold	6	Oct. 1 and April 1.
First mortgage....	F	April 1, 1882.	April 1, 1912.	Gold	6	Oct. 1 and April 1.

Authorized Amount.	Total Issued December 31, 1887.	Accrued Interest—Overdue.	Amount of Bonds Outstanding December 31, 1887.
\$15,000,000 00	\$15,000,000 00	\$2,355 00	\$13,957,500 00
5,000,000 00	5,000,000 00		4,879,000 00
5,000,000 00	5,000,000 00		4,571,000 00
5,000,000 00	5,000,000 00		4,428,000 00
5,000,000 00	5,000,000 00		3,613,000 00
5,000,000 00	2,482,000 00		983,000 00

Character of.	Series.	Bonds Redeemed During Year ending December 31, 1887.		
		Amount.	Cost.	Premium.
First mortgage.....	A	\$54,500 00	\$61,321 25	\$6,821 25
First mortgage.....	B	1,000 00	1,125 00	125 00
First mortgage.....	D	331,000 00	364,610 50	33,610 50
First mortgage.....	E	117,000 00	132,005 00	15,005 00
First mortgage.....	F	368,000 00	405,137 37	37,137 37

TABLE E. OTHER AIDS OR GRANTS, FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.

Lands granted by the United States Government.

To what Railroad Company.	Acres per Mile.	Number of Miles.
Southern Pacific	12,800	942

(On account of conflicting and overlapping grants, adverse claims, arbitrary restriction, and desert lands not worth costs of survey, it is impossible to state the quantity that will inure to the Southern Pacific Railroad Company, or the estimated value thereof.)

Lands or property, including right of way donated by States, counties, towns, corporations, or individuals, stating in detail the amount of land granted for right of way, for stations, for shops, for storehouses, etc.

By Whom Donated.	Description of Property.	Assessed Value.
State of California ...	Half interest in 60 acres of land at Mission Bay, San Francisco, with improvements	\$134,825 0
City of Los Angeles..	Nineteen acres in City of Los Angeles, with improvements	82,800 00

(Right of way included in contract for construction of road.)

TABLE F. SALES OF LANDS GRANTED BY UNITED STATES GOVERNMENT.

Total Sales and Accrued Interest, in Currency and Coin.

	Acres Sold.	Average Price.	Amount.		
			Principal.	Interest Accrued.	Total.
Prior to December 31, 1887.					
Lands	2,422,424.82½	\$3.04156 +	\$7,280,066 85	\$1,144,047 65	\$8,524,114 50
Timber and stumpage			8,075 76		8,075 76
Total to December 31, 1887	2,422,424.82½	\$3.04656 +	\$7,388,142 61	\$1,144,047 65	\$8,532,190 26
During the year	771,882.83½	\$2.4868 +	\$1,922,196 47	\$222,887 40	\$2,145,083 87

Amounts Paid and Due on Sales Above Stated—Currency and Coin.

	Amount Due.			Amount Paid.		
	Principal.	Accrued Interest.	Total.	Principal.	Interest.	Total.
To December 31, 1887	\$3,224,175 63	\$40,185 16	\$3,264,360 79	\$4,193,226 04	\$1,103,862 49	\$5,297,088 53
To December 31, 1886	2,253,821 75	47,863 30	2,301,685 05	3,243,483 14	873,296 95	4,116,780 09
During the year	\$970,353 88	.....	\$962,675 74	\$949,742 90	\$230,565 54	\$1,180,308 44

TABLE F—Continued.
Net Cash Receipts in Coin, Deducting Discount on Currency and Expenses.

	Bonds Redeemed.		Total Received by Trustees.	Balance on Hand.	Premium on Bonds Redeemed.
	Number.	Amount.	Cost.		
To December 31, 1887.....				Coin.	Net Coin Receipts.
During year				\$5,297,088 52	(a) \$5,297,088 52
				1,180,308 44	1,180,308 44
<i>Application of Amount Placed in Hands of Trustees for Redemption of Bonds. (To be stated in Coin.)</i>					
To December 31, 1886.....	4,112	\$3,767,000 00	\$3,776,249 89	\$340,520 20	\$8,249 89
During year	877	871,500 00	964,199 12	216,109 22	92,699 12
Totals	4,990	\$4,638,500 00	\$4,740,449 01	\$556,639 52	\$101,949 01
Total net receipts as above stated (a=b+c)			(b) \$5,297,088 53		
Patents received to December 31, 1887—number of acres					1,229,135.07
Number of purchasers to December 31, 1887					9,126
Average number of acres sold to each					273.5094

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Charles F. Crocker, Vice-President of the Southern Pacific Railroad Company, and J. L. Willcutt, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1887.

CHARLES F. CROCKER.
J. L. WILLCUTT.

Subscribed and sworn to before me, this fifth day of June, 1888.

E. B. RYAN,
Notary Public.

SOUTHERN PACIFIC BRANCH RAILWAY COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Charles F. Crocker, President.....	San Francisco.
Timothy Hopkins, Vice-President.....	San Francisco.
N. J. Smith, Treasurer.....	Alameda.
J. L. Willcutt, Secretary.....	Oakland.
W. V. Huntington.....	San Francisco.
W. E. Brown.....	San Francisco.
S. J. Gage.....	Oakland.

BUSINESS ADDRESS OF THE COMPANY.

Fourth and Townsend Streets.....San Francisco.

The Southern Pacific Branch Railway Company was incorporated April 12, 1886.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$10,000,000 00
4. Capital stock paid in on shares not issued [number of shares, 2,500]	25,000 00
5. Total amount paid in as per books of the company	2,825,000 00
9. Total number of stockholders	8
10. Total number of stockholders in California.....	8
11. Amount of stock held in California.....	2,825,000 00

DEBT.

12. Funded debt as follows:	
Bonds.....	2,800,000 00
Interest paid on same during year by Southern Pacific Company	\$65,220 00
13. Total amount of funded debt	<u>\$2,800,000 00</u>
14. Unfunded debt:	
Incurred for construction, equipment, or purchase of property.....	\$1,120 00
16. Total gross debt liabilities	<u>\$2,801,120 00</u>
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets	
Other securities and debt balances	19,423 48
18. Total net debt liabilities	<u>\$2,781,696 52</u>

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

<i>Construction.</i>		
11. Total cost of construction.....		\$5,475,145 00
<i>Equipment.</i>		
12. Locomotives.....	11	\$12,475 00
17. Other cars, caboose.....	10	\$13,500 00
18. Total for equipment.....		\$125,975 00
27. Whole amount of permanent investments.....		\$5,601,120 00
28. Property in California.....		5,601,120 00
30. Cash and cash assets.....		19,423 48
31. Total property and assets of the company.....		5,620,543 48

32. SINKING AND CONTINGENT FUNDS.

Showing amount of same, and their purpose.

Applicable to Redemption of what Bonds.	Terms and Conditions of Funds.
Character.	
First mortgage.....	Sinking Fund, \$50,000, to commence year 1897.

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry.....	}	\$5,475,145 00
2. Bridging.....		
3. Superstructure, including rails.....		
4. Land.....		
Land damages.....		
Fences.....		
5. Passenger and freight stations.....	}	\$5,601,120 00
Woodsheds and water stations.....		
6. Engine houses, car sheds, and turntables.....		
7. Machine shops.....		
8. Engineering, agencies, salaries, and other expenses during construction.....		
9. Locomotives.....	11	112,475 00
14. Freight and other cars, caboose.....	10	13,500 00
18. Total.....		\$5,601,120 00
20. Net addition to property account for the year.....		\$5,601,120 00

REVENUE FOR THE YEAR.

(Leased and operated by Southern Pacific Company.)

NET INCOME, DIVIDENDS, ETC.

7. Balance for the year (deficit).....		\$5,536 07
8. Deficit at commencement of the year.....	\$40 45	
9. Deficit at commencement of year, as changed by aforesaid entries.....		40 45
10. Total deficit, December 31, 1887.....		5,576 52

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

(Leased and operated by the Southern Pacific Company.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1887.

<i>Debits.</i>		
Cost of road.....		\$5,601,120 00
Cash, cash assets, and other items (specifying same):		
Southern Pacific Railroad Company.....		19,423 48
Profit and loss (loss, if any).....		5,576 52
Total.....		\$5,626,120 00

Credits.

Capital stock.....	\$2,825,000 00
Funded debt.....	2,800,000 00
Other debts (specifying same):	
Pacific Improvement Company	1,120 00
Total	\$5,626,120 00

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1887.

	Debits.	Credits.
To balance January 1, 1887	\$40 45	-----
General expenses	5,520 07	-----
Interest	16 00	-----
To balance carried down	-----	\$5,576 52
Totals	\$5,576 52	\$5,576 52
To balance brought down	\$5,576 52	-----

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From San Miguel to Paso Robles	Oct. 31, 1886.
From Paso Robles to Templeton	Nov. 16, 1886.
From Saugus to Santa Paula	Feb. 8, 1887.
From Santa Paula to San Buenaventura	May 18, 1887.
From San Buenaventura to Carpinteria	July 1, 1887.
From Carpinteria to Santa Barbara	Aug. 19, 1887.
2. Total length of main line of road from San Miguel to Santa Barbara	93.35 miles.
Length of main line in California	93.35 miles.
10. Total length of road belonging to this company	93.35 miles.
11. Aggregate length of siding and other tracks not enumerated above	7.47 miles.
12. Same in California	7.47 miles.
13. Aggregate length of track belonging to this company computed as single track	100.82 miles.
14. Same in California	100.82 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail: weight per yard, fifty pounds	74.16 miles.
Weight per yard, fifty-four pounds	108.40 miles.
Weight per yard, sixty pounds	4.14 miles.
16. Number of spans of bridges of twenty-five feet and upward, in California	26
18. Number of wooden bridges (aggregate length 2,438 feet), in California	10

Bridges built within the year, in California.

Location.	Kind.	Material.	Length (feet).	When Built.
Santa Clara River	Howe truss	Wood	150	Jan., 1887.
San Francisquito Crk.	Straining beam	Wood	240	Jan., 1887.
Castañer Creek	Straining beam	Wood	560	Jan., 1887.
Pine Creek	Howe truss	Wood	336	Jan., 1887.
Sespe Creek	Howe truss	Wood	192	Jan., 1887.
Ventura River	Straining beam	Wood	640	April, 1887.
Rincon Creek	Straining beam	Wood	80	May, 1887.
Carpenteria Creek	Straining beam	Wood	80	May, 1887.
Mission Creek	Straining beam	Wood	80	Sept., 1887.

19. Number of crossings of highways at grade, in California	118
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California	118
37. Number of stations on all roads owned by this company	20
38. Same in California	20
40. Miles of telegraph owned by this company	93, $\frac{3}{10}$
41. Number of telegraph offices in company stations	9

ROLLING STOCK.

	No.	Average Weight.
1. Locomotives.....	11	
Average weight of engines in working order.....		135,000
Maximum weight of engines in working order.....		138,000
2. Tenders.....		
Average weight of tenders full of fuel and water.....		55,150
Maximum weight of tenders full of fuel and water.....		58,000
Average joint weight of engines and tenders.....		101,023
4. Total length of heaviest engine and tender over all, 54 feet 5 inches.....		
12. Other cars (caboose).....	10	28,000
15. Number of locomotives equipped with train brakes..... (Kind of brake: Westinghouse air.)	11	

MILEAGE, TRAFFIC, ETC.

(Leased and operated by Southern Pacific Company.)

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable, Interest and Principal.	Interest.	
				Rate.	Payable.
First mortgage.	April 1, 1887.	April 1, 1937.	Gold	6	October and April.

Authorized Amount.	Total Issued.	Accrued Interest.	Amount of Bonds Outstand- ing December 31, 1887.
	December 31, 1887.	During Year.	
\$9,000,000 00	\$2,800,000 00	\$65,220 00	\$2,800,000 00

Character of.	Bonds sold during year ending December 31, 1887.	
	Amount of Bonds.	Amount Realized.
First mortgage	\$2,800,000 00	\$2,800,000 00

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE), OWNED BY THE COMPANY.

Length of Track December 31, 1887.											
State, separately, lengths within and without State. Reduce to single track by adding length of double track.				Single.		Length of Roadway-Single and Double Track.		Reduced to Single Track.			
				Steel.	Iron.	Steel.	Iron.	Sidings.	Track and Sidings.		
Main Line and Branches.				From.	To.	Steel.	Iron.	Steel.	Iron and Steel.		
Main line within State.....				{ San Miguel	Templeton.....	13.35	0.91	13.35	14.26		
				Saugus	Santa Barbara.....	80.00	6.56	80.00	86.56		
Total on whole road, December 31, 1887.....						93.35	7.47	93.35	100.82		
Total constructed during year.....						80.00	6.56	80.00	86.56		
Total within State constructed during year.....						80.00	6.56	80.00	86.56		
December 31, 1887.											
The length of rail is double the length of single track, columns (b) and (c) above.						Within the State.			Total.		
						Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons) (2,240 lbs.).	Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail.....						14.94	44.00	657.36	14.94	44.00	657.36
Length of steel rail.....						74.16	39.28	2,913.00	74.16	39.28	2,913.00
Total length of iron rail laid during the year.....						108.40	42.43	4,599.41	108.40	42.43	4,599.41
						4.14	47.14	195.12	4.14	47.14	195.12
Total length of iron rail laid during the year.....						13.12	44.00	577.28	13.12	44.00	577.28
						47.46	39.28	1,864.47	47.46	39.28	1,864.47
Total length of steel rail laid during the year.....						108.40	42.43	4,599.41	108.40	42.43	4,599.41
						4.14	47.14	195.12	4.14	47.14	195.12

STATE OF CALIFORNIA. }
 City and County of San Francisco. } ss.

Charles F. Crocker, President of the Southern Pacific Branch Railway Company, and J. L. Willcutt, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1887.

CHARLES F. CROCKER.
 J. L. WILLCUTT.

Subscribed and sworn to before me, this fifth day of June, 1888.

E. B. RYAN,
 Notary Public.

SOUTHERN PACIFIC RAILROAD COMPANY.

The Southern Pacific Company is organized under the laws of the State of Kentucky. It operates, under lease, railroad lines in California, Nevada, Utah, Oregon, Arizona, New Mexico, Texas, and Louisiana, and steamship lines running from New Orleans to New York, Havana, Vera Cruz, etc. These lines include the Southern Pacific Transcontinental line. This report of the Southern Pacific Company includes complete statements of the financial condition of that corporation, and exhibits of the earnings, expenses, and operations of the lines comprising the Pacific System and Northern Division, which include all lines operated by that company in California. The lines comprising the Pacific System and Northern Division of the Southern Pacific Company, are as follows:

Central Pacific Railroad and Branches.
 Stockton and Copperopolis Railroad.
 Amador Branch Railroad.
 Berkeley Branch Railroad.
 California Pacific Railroad.
 Los Angeles and Independence Railroad.
 Los Angeles and San Diego Railroad.
 Northern Railway.
 Oregon and California Railroad. (State line to Ashland, twenty-six miles.)
 San Pablo and Tulare Railroad.
 San Joaquin Valley and Yosemite Railroad.
 Monterey Railroad.
 Pajaro and Santa Cruz Railroad.
 San José and Almaden Railroad.
 Southern Pacific Railroad of California.
 Southern Pacific, Northern Division.
 Southern Pacific, Southern Division.
 Southern Pacific Branch Railway.
 Northern Division.
 Southern Division.
 Southern Pacific Railroad of Arizona.
 Southern Pacific Railroad of New Mexico.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President.....	San Francisco.
C. P. Huntington, Vice-President.....	No. 23 Broad Street, New York.
Chas. Crocker, Second Vice-President.....	San Francisco.
C. F. Crocker, Third Vice-President.....	San Francisco.
Timothy Hopkins, Treasurer.....	San Francisco.
E. H. Miller, Jr.	San Francisco.
W. E. Brown	San Francisco.
S. T. Gage	San Francisco.
W. V. Huntington.....	San Francisco.
F. S. Douty.....	San Francisco.
Ariel Lathrop	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Fourth and Townsend Streets.....San Francisco, California.
 No. 23 Broad Street.....New York, New York.

The Southern Pacific Company was incorporated March 17, 1884.

CAPITAL STOCK.

1. Capital stock authorized by charter*	\$1,000,000 00
2. Capital stock authorized by votes of company	100,000,000 00
3. Capital stock issued [number of shares, 890,277.7]; amount paid in	89,027,770 00
5. Total amount paid in as per books of the company	89,027,770 00
8. Par value of shares issued	100 00
9. Total number of stockholders	92
10. Number of stockholders in California	} Have no means of telling the residence of owners.
11. Amount of stock held in California	

DEBT.

14. Unfunded debt:	
Sundry liabilities	\$10,817,623 58
Rental payable to Central Pacific Railroad for year 1887	1,200,000 00
15. Total amount of unfunded debt	\$12,017,623 58
16. Total gross debt liabilities	\$12,017,623 58
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Due by leased lines, for operations year 1887	\$28,144 92
Materials and supplies on hand	4,122,241 59
Other securities and debt balances	5,990,762 60
Due from lines under lease of March 1, 1885, for betterments and additions 1885-87, less profits due to December 31, 1887	1,327,595 39
	\$11,468,744 50
18. Total net debt liabilities	\$548,879 08
19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company (giving name of each):	
The Southern Pacific Company pays interest on the bonds of the following companies, viz.:	
Central Pacific Railroad Company	\$59,880,000 00
Southern Pacific Railroad of California	32,431,500 00
Southern Pacific Railroad of Arizona	10,000,000 00
Southern Pacific Railroad of New Mexico	4,180,000 00
Southern Pacific Branch Railway Company	2,993,000 00
South Pacific Coast Railway Company	5,500,000 00
Oregon and California Railroad Company	9,349,000 00
Galveston, Harrisburg, and San Antonio Railway Company	25,528,000 00
Texas and New Orleans Railroad Company	4,279,000 00
Louisiana Western Railroad Company	2,240,000 00
Morgan's Louisiana and Texas Railroad and Steamship Company	6,736,716 00
New York, Texas, and Mexico Railway Company	1,518,000 00
Total	\$164,635,216 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

EQUIPMENT.	No.	Cost.
14. Parlor cars	2	
15. Sleeping cars (three fourths interest)	21	
16. Passenger cars	24	
Baggage cars	6	
17. Freight cars	1,773	
Other cars (caboose)	10	
18. Total for equipment—owned by Southern Pacific Company	1,836	\$1,272,068 01

* The capital stock may be increased from time to time to such sums as may be determined by the Board of Directors, subject to approval by at least two thirds of the stockholders.

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

20. *Stock of other roads.*

Specifying Each.	No. of Shares.	Price paid. Total.
Southern Pacific Railroad of California.....	439,979	
Southern Pacific Railroad of Arizona.....	199,950	
Southern Pacific Railroad of New Mexico.....	66,888	
Galveston, Harrisburg, and San Antonio Railway.....	262,784	
Texas and New Orleans Railroad.....	50,000	
Louisiana Western Railroad.....	33,600	
Morgan's Louisiana and Texas Railroad and Steamship Company.....	40,627	
Mexican International Railroad Company.....	41,721	
South Pacific Coast Railway.....	60,000	
New York, Texas, and Mexican Railway.....	6,050	
Total	1,201,599	\$88,665,820 00

21. *Bonds of other roads.*

Specifying Each.	Nominal Am't.	Price Paid.
Galveston, Harrisburg, and San Antonio Railway, second mortgage, Western Division, 6 per cent.....	\$1,100,000 00	\$999,000 00

22. *Other securities.*

Stock of Union Compress and Warehouse Company.....	\$10,000 00
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25. *Other property purchased.*

Property at New Orleans, Louisiana, owned by Southern Pacific Company.....	\$23,326 57
Land near Cameron, California, owned by Southern Pacific Company.....	225 00
Land near Fernando, California, owned by Southern Pacific Company.....	422 70
House at Houston, Texas, owned by Southern Pacific Company.....	1,075 00
Lots at Houston, Texas, owned by Southern Pacific Company.....	1,000 00
Wharf, etc., at Rockford, Texas, owned by Southern Pacific Company.....	3,500 00
	<u>\$29,548 97</u>

26. Total for property purchased, etc.....	<u>\$1,311,616 98</u>
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27. Whole amount of permanent investments.....	\$90,979,436 98
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30. Cash and cash assets.....	11,468,744 50
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31. Total property and assets of the company.....	<u>\$102,445,181 48</u>
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EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

11. Parlor cars	2	\$600,168 33
12. Sleeping cars (three fourths interest).....	21	
13. Passenger, mail, and baggage cars	4	
14. Freight and other cars.....	783	
17. Any other expenditures charged to property account (specifying same): Property at New Orleans, Louisiana.....		1,781 27
18. Total		<u>\$601,949 60</u>
19. Property sold and credited to property account during the year (speci- fying same): Freight charges refunded on passenger car No. 108		51 60
20. Net addition to property account for the year.....		<u>\$601,898 00</u>

REVENUE FOR THE YEAR.

Pacific System and Northern Division.

1. Derived from local passengers on roads operated by this company	\$6,110,003 20
2. Derived from passengers from and to other roads, over roads operated by this company	2,292,200 81
3. Derived from other roads as tolls for use of passenger cars and engines	154,120 21
4. Derived from other sources belonging to passenger department: Sleeping cars	180,078 30
5. Derived from express and extra baggage	413,937 47
6. Derived from mails	624,557 50
7. Total earnings from passenger department	<u>\$9,774,897 49</u>
8. Derived from local freight on roads operated by this company	\$11,240,383 02
9. Derived from other roads as tolls for use of freight cars and engines	147,109 93
10. Derived from freight from and to other roads on joint tariff	4,886,493 87
12. Total earnings from freight department	<u>\$16,273,986 82</u>
13. Derived from rents for use of road and equipment when leased: Miscellaneous earnings	\$153,120 63
Rental earnings	91,315 46
Telegraph earnings	100,000 00
14. Total transportation earnings	<u>\$26,393,320 40</u>
15. Earnings per mile of road operated (average, 3,262.34)	\$8,090 30
16. Earnings per train mile (total passenger and freight)	2 10
17. Income derived from rent of property, other than road and equipment (specifying same): Gross earnings Sacramento River steamers	140,838 54
Rent for Colorado Division, leased to Atlantic and Pacific Railroad Company	436,266 00
Rent for use of track by California Southern Railroad, between Colton and Los Angeles	69,000 00
Rent for third-rail privilege to Denver and Rio Grande Western Railway at Ogden	525 12
Rent for steamer Julia, leased to California Pacific Railroad	14,000 00
Interest received	1,321 48
19. Total income derived from all sources	<u>\$27,055,271 54</u>

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

(Pacific System and Northern Division.)

Class I—General traffic expenses.

1. Taxes, State and local	\$757,904 47
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV: Expense of Superintendent	140,213 95
Office expense	414,985 56
Stationery and printing	62,995 98
Advertising	49,174 78
Miscellaneous expense	118,175 33
Engineering	24,576 60
General expense	495,638 24
Legal expense	214,239 87
Betterments and additions	576,000 07
3. Insurance premiums and losses by fire	73,148 01
4. Telegraph expenses	177,541 16
5. Total	<u>\$3,104,594 02</u>
6. Proportion belonging to passenger department (37.53 per cent)	\$1,165,154 14
7. Proportion belonging to freight department (62.47 per cent)	1,939,439 88

*Class II—Maintenance of way and buildings, and movement expenses.**(Pacific System and Northern Division.)*

1. Repairs of road (exclusive of bridges, new rails, and new ties)	\$1,566,313 30
3. Steel rails laid, deducting old rails taken up. (Number of miles, 677; weight per yard, 50 pounds); old steel relaid	2,393 59
Number of miles, 7.56; weight per yard, 54 pounds	15,274 87
Number of miles, 83.72; weight per yard, 60 pounds	261,388 89
4. New ties. (Number, 615,424); cost	248,129 44
5. Repairs of bridges	263,749 26
6. Repairs of all buildings and fixtures (turntables)	144,361 71
6½. Snow sheds	59,906 84
7. Repairs of and additions to machine shops and machinery and tools	129,524 34
8. Repairs of fences, road crossings, and signs, included in No. 1	22,092 30
8½. Wharf service	56,181 34
9. Removing ice and snow	38,206 89
10. Repairs of locomotives	722,123 55
12. Repairs of snow plows	757 53
14. Fuel for engines and cars (included in train service):	
Number of cords of wood, 51,191; cost	220,501 87
Number of tons of coal, 483,090; cost	3,004,971 98
17. Oil and waste	61,426 19
18. Switchmen, watchmen, flag and signalmen (included in train service) ..	
19. Total	<u>\$6,976,403 86</u>
20. Proportion of same to passenger department (37.53 per cent)	\$2,618,244 37
21. Proportion of same to freight department (62.47 per cent)	<u>4,358,159 49</u>

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars; also, express cars	\$333,237 51
3. Damages and gratuities; passengers and property	75,800 30
4. Salaries, wages, and incidentals of passenger trains	1,140,258 62
Salaries, wages, and incidentals of ferries	338,472 10
5. Salaries, wages, and incidentals of passenger stations	362,688 15
7. Amount paid other roads for balance of mileage of passenger cars and engines	180,202 40
8. Total	<u>\$2,430,659 08</u>

Class IV—Freight traffic expenses.

1. Repairs of freight cars	\$552,519 32
Repair of dump and work cars	15,840 10
3. Damages and gratuities, freight	52,005 96
4. Salaries, wages, and incidentals of freight trains	1,522,692 98
Salaries, wages, and incidentals of ferries	172,654 46
5. Salaries, wages, and incidentals of freight stations	799,269 61
7. Amount paid other roads for balance of mileage of freight cars and engines	341,983 51
8. Total	<u>\$3,456,965 94</u>
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	\$15,968,622 90
12. Amount paid other companies as rent for use of road (specifying each company, the amount and basis on which rent is computed):	
Amador Branch Railroad	48,000 00
Berkeley Branch Railroad	13,824 00
California Pacific Railroad	600,000 00
California Pacific Railroad, for steamer "Julia"	14,000 00
Colorado River bridge	12,000 00
Los Angeles and Independence Railroad	20,196 00
Los Angeles and San Diego Railroad	33,384 00
Monterey Railroad	20,400 00
Northern Railway and transfer steamer	600,000 00
Pajaro and Santa Cruz Railroad	31,800 00
Rio Grande bridge	12,000 00
Sacramento and Placerville Railroad	7,200 00
San Pablo and Tulare Railroad	165,600 00
San José and Almaden Railroad	6,000 00
Stockton and Copperopolis Railroad	50,699 99
Union Pacific Railway	26,616 60
Central Pacific Railroad	1,200,000 00
Southern Pacific Railroad of California	120,084 42
Southern Pacific Railroad of Arizona	54,377 85
Southern Pacific Railroad of New Mexico	18,125 95
Sacramento River steamers, operating expenses	\$130,767 05
Taxes	1,275 18
	<u>132,042 23</u>
13. Total expenses	<u>\$19,154,943 94</u>

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from Passenger Department, as per "Revenue for the Year," No. 7	\$9,774,897 49
2. Per passenger train mile	1 86
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6	1,165,154 14
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 20	2,618,244 37
5. Expenses, "Passenger Traffic," as per Class III, No. 8	2,430,659 08
6. Total expenses, not including interest nor rental leased lines	6,214,057 59
7. Per passenger train mile	1 18
8. Net earnings, not including interest nor rental leased lines	3,560,839 90
9. Per passenger train mile	68

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from Freight Department, as per "Revenue for the Year," No. 12	\$16,273,986 82
2. Per freight train mile	2 23
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7	1,939,439 88
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 21	4,358,159 49
5. Expenses, "Freight Traffic," as per Class IV, No. 8	3,456,965 94
6. Total expenses, not including interest nor rental leased lines	9,754,565 31
7. Per freight train mile	1 33
8. Net earnings	6,519,421 51
9. Per freight train mile	90

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1887.

Debits.

Cost of equipment (cars owned).....	\$1,272,068 01
Other investments	39,548 97
Supplies and materials on hand	4,122,241 59
Remittances in transit	513,302 46
Cash, cash assets, and other items (specifying same):	
Due by agents	343,705 97
Stocks and bonds owned	89,664,820 00
Demand loans	30,000 00
Due by companies and individuals	3,261,801 89
Due by United States Government for transportation, etc.	1,206,793 91
Unadjusted open accounts	635,158 37
Due for betterments and additions	1,327,595 39
Due by other leased lines for the year	28,144 92
Total	<u>\$102,445,181 48</u>

Credits.

Capital stock	\$89,027,770 00
Other debts (specifying same):	
Unpaid vouchers and payrolls	3,169,499 76
Due companies and individuals	2,663,277 04
Bills and accounts payable	165,630 05
Unadjusted open accounts	403,029 88
Taxes in litigation	1,058,242 83
Coupons due in 1885, 1886, and 1887, uncalled for	90,328 00
Coupons due in 1888, proportion of interest accrued to December 31, 1887	3,267,615 97
Due of Central Pacific Railroad Company for guaranteed rental, year 1887	1,200,000 00
Profit and loss (profit, if any)	1,399,787 90
Total	<u>\$102,445,181 48</u>

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1887.

	Debits.	Credits.
To operating expenses	\$22,712,198 32	-----
To rental of leased properties year 1887	1,911,640 56	-----
To betterments and additions	1,431,638 73	-----
To taxes	1,022,263 41	-----
To interest on bonded debt to December 31, 1887	9,364,503 82	-----
To interest on floating debt payments	219,486 70	-----
To Central Pacific Railroad Company's Sinking Fund	275,000 00	-----
To Central Pacific Railroad Company's United States requirements	436,137 22	-----
To Central Pacific Railroad Company's Land Department expenses	64,253 04	-----
To Central Pacific Railroad Company's guaranteed rental, 1887	1,200,000 00	-----
To balance net profit to December, 1887, due lines under lease March 1, 1885	743,525 13	-----
To balance of expenses 1887, reorganizing Oregon and Central Railroad	90,057 58	-----
To sundry expenses Oregon and Central Railroad, July 1 to December 31, 1887	7,872 48	-----
To balance to credit of general account	1,399,787 90	-----
By balance surplus January 1, 1887		\$364,827 94
By gross earnings		37,930,161 57
By rental from leased properties, 1887		574,691 12
By interest on floating debt received		105,886 83
By interest on bonds owned		66,600 00
By income from other sources		467,582 12
By balance due from leased lines on operations for the year 1887		28,144 92
By operations of transfer lines in Louisiana and Texas		12,875 00
By betterments and additions to properties under lease of March 1, 1885; 1885-86-87		1,744,869 89
	<u>\$41,295,639 39</u>	<u>\$41,295,639 39</u>
By balance brought down		\$1,399,787 90

ROADS BELONGING TO OTHER COMPANIES OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

No. 30. Names, Description, and Length of Each.

(Pacific System and Northern Division.)

Name of Company.	Termini.		Length (Miles).	Amount of Rental.
	From.	To.		
Central Pacific Railroad.....	San Francisco	5 miles west of Ogden	872.59	} Net earnings.
Central Pacific Railroad.....	Niles	San José	17.54	
Central Pacific Railroad.....	Roseville	California State line	296.50	
Central Pacific Railroad.....	Lathrop	Goshen	146.08	
Central Pacific Railroad.....	Oakland	Local lines	4.84	} \$600 per month.
Central Pacific Railroad.....	Alameda	Local lines	12.47	
Central Pacific Railroad.....	Brighton	Sacramento	5.64	
Central Pacific Railroad.....	Ogden	5 miles west	5.00	
Sacramento and Placerville Railroad.....				} Principal and interest
Union Pacific Railway.....				
Stockton and Copperopolis Railroad.....	Stockton	Milton	30.00	} on \$500,000—thirty-years bonds at 5 per
Stockton and Copperopolis Railroad.....	Peters	Oakdale	19.00	
Amador Branch Railroad.....	Galt	Ione	27.20	} \$4,000 per month.
Berkeley Branch Railroad.....	Shell Mound	Berryman's	3.84	
California Pacific Railroad.....	Vallejo Junction	Vallejo	2.00	} \$1,152 per month.
California Pacific Railroad.....	Vallejo	Sacramento	60.39	
California Pacific Railroad.....	Davis	Knight's Landing	18.57	} \$50,000 per month.
California Pacific Railroad.....	Napa Junction	Calistoga	34.48	
Los Angeles and Independence Railroad.....	Los Angeles	Santa Monica	16.83	} \$100 per month per mile.
Los Angeles and San Diego Railroad.....	Florence	Santa Ana	27.60	
Monterey Railroad.....	Castroville	Monterey	15.12	} \$1,700 per month.
Northern Railway.....	West Oakland	Delaware Street	4.53	
Northern Railway.....	West Oakland	Near Martinez	31.03	} \$50,000 per month.
Northern Railway.....	Port Costa	Suisun	17.33	
Northern Railway.....	Woodland	Tehama	100.74	} Net earnings.
Oregon and California Railroad.....	California State line	Ashland	26.00	
Pajaro and Santa Cruz Railroad.....	Pajaro	Santa Cruz	21.20	} Principal and interest
Pajaro and Santa Cruz Railroad.....	Aptos	Monte Vista	5.00	
San Pablo and Tulare Railroad.....	Near Martinez	Tracy	46.51	} on \$530,000 bonds at 6 per cent per annum.
San Joaquin V. and Y. Railroad.....	Berenda	Raymond	21.00	
San José and Almaden Railroad.....	Hillsdale	Almaden	7.80	} No rental fixed.

[illegible]

31. Total length of above roads December 31, 1887	3,336.08 miles.
32. Total length of above roads in California December 31, 1887	2,151.40 miles.
33. Total length of above roads in other States (specifying each):	
Nevada	448.73 miles.
Utah	154.64 miles.
Oregon	26 miles.
Arizona	384.25 miles.
New Mexico	167.30 miles.
Texas	3.76 miles.
34. Total miles of road operated by this company	3,336.08
35. Total miles of road operated by this company in California	2,151.40
36. Number of stations on all roads operated by this company	843
39. Miles of telegraph on line of road operated by this company	3,262.34
41. Number of telegraph offices in company stations	311
42. Number of telegraph stations operated by this company	311
43. Number of telegraph stations operated jointly by railroad and telegraph companies	311

ROLLING STOCK.

	No.	Average Weight.
6. Passenger cars (including sleeping and parlors cars)	47	{ 76,850, sleepers. 50,200, coaches.
7. Mail and baggage cars	6	43,275
8. Eight-wheel box freight cars (fruit cars included)	1,658	{ 22,500, box. 26,000, fruit.
10. Eight-wheel platform cars	115	25,000
12. Other cars (caboose)	10	32,400

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	1,773
16. Number of cars equipped with train brakes	1,826
(Kind of brake: Westinghouse.)	
17. Number of passenger cars with Miller platform and buffer	47

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains.....	5,247,241
2. Rate of speed of express passenger trains, including stops.....	29.47 miles.
3. Rate of speed of accommodation trains, including stops.....	24.36 miles.
4. Miles run by freight trains.....	7,309,865
6. Rate of speed of accommodation freight trains, including stops.....	13.78 miles.
7. Miles run by other trains, and for what purpose:	
Work and switch.....	2,837,042
8. Total train miles run.....	15,394,148
9. Total number of passengers carried.....	10,984,247
Number of through passengers going east (or north).....	57,333
Number of through passengers going west (or south).....	90,629
Number of local passengers going east (or north), and west (or south).....	10,836,285
10. Total passenger mileage, or passengers carried one mile.....	395,259,310
11. Passenger mileage to and from other roads.....	128,028,170
Average number of miles traveled by each local passenger.....	25
Average number of miles traveled by each through passenger.....	865
Average number of miles traveled by each passenger, through and local.....	36
12. Number of tons freight carried.....	4,367,078
Number of tons freight from other States, carried.....	320,168
Number of tons freight in this State, carried.....	4,046,910
Number of tons freight produced in this State, carried.....	2,606,936
Number of tons of each class of freight produced in this State, carried:	
Vine and orchard .. 225,611 tons. Ice.....	34,202 tons.
Field..... 846,135 tons. Wool.....	22,209 tons.
Mines..... 187,019 tons. Salmon.....	4,255 tons.
Forest..... 356,978 tons. Manufactures.....	324,434 tons.
Live stock..... 207,264 tons. Merchandise.....	389,033 tons.
Hides..... 7,096 tons.	
Honey..... 2,700 tons. Total.....	2,606,936 tons.
13. Total freight mileage, or tons carried one mile.....	1,096,553,889
14. Freight mileage to and from other roads.....	559,746,049
15. Highest rate of fare per mile for any distance (excluding one mile).....	6 cents

16. Lowest rate of fare per mile for any distance (single fare):	
Main line.....	1.66 $\frac{2}{3}$ cents.
Ferry.....	1.05 cents.
Ferry commutation.....	.040 cents.
17. Average rate of fare per mile received from local passengers on roads operated by this company.....	2.29 cents.
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets.....	2.75 cents.
18. Average rate of fare per mile received from passengers to and from other roads.....	1.79 cents.
20. Average rate of fare per mile for all passengers.....	2.13 cents.
21. Highest rate of freight per ton per mile for any distance.....	15 cents.
22. Lowest rate of freight per ton per mile for any distance.....	$\frac{1}{100}$ of a cent.
23. Average rate of local freight per ton per mile on roads operated by this company.....	2.09 cents.
24. Average rate of freight per ton per mile to and from other roads.....	.87 cents.
25. Average rate of freight per ton per mile for all.....	1.47 cents.
26. Average number of cars in passenger trains (including baggage cars) (Pacific System).....	5.80
27. Average number of cars in freight trains—basis eight-wheel (Pacific System).....	17.23
30. Number of persons regularly employed (Pacific system and Northern Division) including officers.....	12,845
Average monthly pay of employes, other than officers.....	\$65 46
Average monthly pay of engine drivers.....	133 83
Average monthly pay of passenger conductors.....	110 00
Average monthly pay of freight conductors.....	90 00
Average monthly pay of baggage masters.....	70 00
Average monthly pay of brakemen, flagmen, and switchmen.....	72 52
Average monthly pay of section men.....	39 15
Average monthly pay of mechanics in shops.....	71 85
Average monthly pay of laborers at stations.....	52 92

RELATING TO PASSENGERS.

2. Passengers to San Francisco (including ferry).....	4,250,534
3. Passengers from San Francisco (including ferry).....	4,144,474

LIST OF ACCIDENTS IN CALIFORNIA.

	From causes beyond their own control—in California.		From their own misconduct or carelessness—in California.		Total—in California.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....		25	4	52	4	77
Employes.....	6	76	18	244	24	320
Others.....	1		48	71	49	71
Totals.....	7	101	70	367	77	468

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

Date.	Injured.	Killed.	Cause.	Extent of Injury.
1887.			<i>Southern Pacific Company—Pacific System.</i>	
January 2	1		Crossing track	Head injured.
January 3	2		Drove on track	Both slightly injured.
January 5	1		Walking on track	Face cut.
January 10	1		Fell on track	Leg sprained.
January 10	1	1	On track and run over	Killed.
January 13	1	1	Crossing track	Fatally injured.
January 13	1		Crossing track	Arm injured.
January 15	1		Walking too near track	Ankle sprained.
January 16	1		Uncoupling cars	Instep injured.
January 16	1		Slipped off brakebeam	Foot crushed.
January 17	1		Fell off train	Scratched slightly.
January 24	1		Jumped off train	Shoulder and ankle hurt.
January 24	1		Misplaced switch	Ankle sprained.
January 24	1		Standing near track	Heel bruised.
January 25	1	1	Fell between cars	Killed.
January 26	1		Collision	Head bruised.
January 26	1		Caught in brakebeam	Foot crushed.
January 26	1		Fell off train	Leg broken.
January 28	1		Coupling cars	Thumb mashed.
January 28	1		Switching	Slight injury.
January 31	1		Jumped off train	Head cut.
January 31	1		Lifting baggage	Strained.
February 2	1		Letting off brake	Three ribs broken.
February 2	1		Crossing between cars	Foot bruised.
February 3	1		Fell from train	Killed.
February 3	1		Standing on track	Scalp wound.
February 7	1		Coupling cars	Hand mashed.
February 7	1		Jumped off train	Slight injury.
February 12	1		Coupling cars	Groin injured.
February 12	1		Crossing track	Severely bruised.
February 14	1		Fell off train	Head and hands bruised.
February 15	1		Snow plow derailed	Back sprained.
February 15	1		Snow plow derailed	Back injured.
February 15	1		Snow plow derailed	Slight injury.
February 16	1		Cleaning ash pan	Scalded.
February 19	1		Caught in door	Hand injured.
February 19	1		Struck by engine	Side bruised.
February 20	1		Broken rail	Cut and bruised.
February 20	1	1	Broken rail	Killed.
February 20	1	1	Fell off train	Killed.
February 22	1		Coupling cars	Hand injured.
February 25	1		Fell off train	Heel hurt.
February 25	1		Getting off train	Leg broke.
February 28	1		Jumped off train	Two ribs broken.
March 1	1	1	Threw himself on track	Killed.
March 2	1		Coupling cars	Finger cut off.
March 3	1		Climbing on car	Foot injured.
March 3	1		Tracks spread	Head and foot injured.
March 4	1		Ran into rock slide	Hand and hip injured.
March 4	1		Unloading freight	Toes bruised.
March 5	1		Getting on track	Leg broke.
March 6	1		Crossing track	Head and arm injured.
March 7	1		Unloading freight	Hand hurt.
March 10	1		Coupling cars	Finger broken.
March 12	1		Coupling cars	Finger injured.
March 13	1		Collision	Foot bruised.
March 14	1		Coupling cars	Foot bruised.
March 15	1		Coupling cars	Finger pinched.
March 15	1		Jumped from train	Arm injured.
March 15	1		Coupling cars	Finger injured.
March 15	1		Door shut on hand	Finger mashed.
March 15	1		Coupling cars	Hand injured.
March 17	1		Getting off train	Rib broken.
March 19	1		Walking on track	Rib broken.
March 22	1		Unloading freight	Foot hurt.

STATEMENT OF ACCIDENTS—Continued.

Date.	Injured.	Killed.	Cause.	Extent of Injury.
March 22.	1	---	Fell between cars	Ankle dislocated.
March 22.	---	1	On track and run over	Killed.
March 24.	1	---	Ran against truck	Hand bruised.
March 25.	---	1	Fell between cars	Killed.
March 26.	---	1	Fell under train	Killed.
March 26.	1	---	Coupling cars	Arm bruised.
March 27.	---	1	Crossing track	Killed.
March 28.	1	---	Jumped off train	Head bruised.
March 29.	1	---	Coupling cars	Fingers injured.
March 30.	1	---	Fell off car	Foot sprained.
March 30.	1	---	Jumped off train	Bruised.
March 30.	1	---	Coupling cars	Finger cut.
March 30.	1	---	Coupling cars	Ankle sprained.
March 30.	1	---	Caught between platform and car	Arm broke.
April 1.	---	1	Lying on track	Killed.
April 1.	1	---	Train broke apart	Leg broke.
April 2.	1	---	Wheel broke	Head, leg, and side injured.
April 2.	1	---	Wheel broke	Back sprained.
April 2.	1	---	Wheel broke	Ankle crushed.
April 2.	1	---	Wheel broke	Head cut, leg bruised.
April 2.	1	---	Wheel broke	Leg broken.
April 3.	1	---	Jumped off train	Finger broken.
April 3.	1	---	Wheel broke	Side injured.
April 3.	1	---	Walking on track	Head cut, hand bruised.
April 4.	---	1	Lying on track	Killed.
April 8.	1	---	Coupling cars	Thumb injured.
April 9.	1	---	Fell against boiler	Thigh burned.
April 12.	---	1	Walking on track	Killed.
April 12.	1	---	Defective brake	Ankle sprained.
April 13.	1	---	Coupling cars	Three fingers injured.
April 13.	---	1	Collision with hand car	Killed.
April 13.	1	---	Collision with hand car	Leg injured.
April 13.	1	---	Collision with hand car	Leg and arm injured.
April 13.	1	---	Coupling cars	Foot and leg bruised.
April 14.	1	---	Coupling cars	Collar-bone dislocated.
April 16.	---	1	Jumped from train	Fatally injured.
April 16.	1	---	Rolled between platform and tender	Hips bruised.
April 17.	---	1	Standing on track	Killed.
April 17.	---	1	Stepped in front of train	Killed.
April 18.	1	---	Coupling cars	Collar-bone broken.
April 19.	---	1	Crossing before train	Fatally injured.
April 19.	1	---	Coupling cars	Concussion spine.
April 19.	1	---	Coupling cars	Thumb injured.
April 22.	1	---	Switching	Back injured.
April 23.	1	---	Coupling cars	Finger mashed.
April 24.	1	---	Struck drawbridge	Ribs and head injured.
April 29.	1	---	Thrown from train	Badly injured.
April 29.	1	---	Getting off car	Hurt in breast.
April 30.	---	1	Fell under train	Fatally injured.
April 30.	1	---	Coupling cars	Finger mashed.
May 1.	---	1	Walked on track	Killed.
May 1.	1	---	Ran across track	Face and legs bruised.
May 2.	1	---	Coupling cars	Hand injured.
May 2.	1	---	Jumping from train	Badly bruised.
May 3.	---	1	Getting on train	Killed.
May 5.	1	---	Struck by train	Slightly injured.
May 6.	1	---	Struck by train	Arm broken.
May 6.	1	---	Fell off train	Head cut.
May 8.	1	---	Playing on engine	Foot crushed.
May 8.	---	1	Lying on track	Killed.
May 8.	1	---	Fell off train	Slight injury.
May 10.	1	---	Caught in engine	Hand bruised.
May 11.	1	---	Gas exploded in car	Hand burned.
May 11.	---	1	Fell off car	Killed.
May 11.	1	---	Collision hand car	Killed.
May 11.	1	---	Fell off train	Three teeth out.
May 12.	1	---	Stepped before engine	Scalp wound.

STATEMENT OF ACCIDENTS—Continued.

Date.	Injured.	Killed.	Cause.	Extent of Injury.
May 13	1	1	Fell off car	Killed.
May 15	1	1	Jumped from train	Concussion brain.
May 15	1	1	Stood too near track	Bruised.
May 15	1	1	Setting brake	Slight sprain.
May 15	1	1	Fell off car	Bruised.
May 16	1	1	Jumped off train	Two fingers injured.
May 17	1	1	Asleep on track	Killed.
May 17	1	1	Jumped off train	Two fingers cut off.
May 17	1	1	Coupling cars	Fingers mashed.
May 18	1	1	Getting off train	Hand crushed.
May 18	1	1	Jumping from train	Leg broken.
May 18	1	1	Jumping on train	Head hurt.
May 20	1	1	Coupling engine	Finger jammed.
May 20	1	1	Jumped on train	Two toes bruised.
May 20	1	1	Jumped on train	Bruised.
May 22	1	1	Fell from train	Leg broken.
May 22	1	1	Jumped off train	Arm broken.
May 24	1	1	Struck by train	Killed.
May 25	1	1	Coupling cars	Hand jammed.
May 25	1	1	Slipped off engine	Killed.
May 27	1	1	Jumped off train	Ankle injured.
May 28	1	1	Collision	Breast injured.
June 1	1	1	Breaking collision	Back and hands injured.
June 2	1	1	Switching	Wrist pinched.
June 3	1	1	On track and run over	Killed.
June 4	1	1	Jumped off train	Concussion.
June 6	1	1	Fire from firebox	Face burned.
June 6	1	1	Asleep on engine	Leg burned.
June 7	1	1	Collision	Slight bruise.
June 7	1	1	Fell off train	Foot crushed.
June 10	1	1	Coupling cars	Finger mashed.
June 10	1	1	Rail sprung up in cars	Side bruised.
June 10	1	1	Jumped off car	Ankle sprained.
June 12	1	1	Stepped off car	Elbow injured.
June 13	1	1	Jumped on train	Bruised.
June 14	1	1	Fell from train	Foot bruised.
June 14	1	1	Jumped out of car	Slight bruise.
June 15	1	1	Fell from car	Arm broken.
June 18	1	1	Hanging over steps	Slight injury.
June 19	1	1	Fell under locomotive	Fatally injured.
June 19	1	1	Getting on train	Killed.
June 19	2	1	Asleep on track	Killed.
June 21	1	1	Fell off car	Shoulder dislocated.
June 21	1	1	Lumber fell off car	Ankle sprained.
June 21	1	1	Getting off car	Hand injured.
June 22	1	1	Walking on track	Killed.
June 24	1	1	Coupling cars	Finger bruised.
June 25	1	1	Collision	Bruised.
June 25	1	1	Crossing between cars	Foot crushed.
June 26	1	1	Getting on train	Leg sprained.
June 27	1	1	Caught in switch	Toes mashed.
June 28	1	1	Coupling cars	Fingers pinched.
June 29	1	1	Coupling cars	Shoulder bruised.
June 29	1	1	Fell off train	Killed.
June 29	1	1	Coupling cars	Thumb off.
June 30	1	1	Lying on track	Bruised.
June 30	1	1	Coupling cars	Hand mashed.
June 30	1	1	Stepping between cars	Killed.
June 30	1	1	Caught in drawbar	Toe crushed.
July 1	1	1	Staking cars	Thigh injured.
July 1	1	1	Jumped off train	Scalp wound.
July 2	1	1	Fell on platform	Hand scratched.
July 4	1	1	Jumped from train	Stunned.
July 5	1	1	Getting on engine	Leg broke.
July 5	1	1	Coupling cars	Three fingers.

STATEMENT OF ACCIDENTS—Continued.

Date.	Injured.	Killed.	Cause.	Extent of Injury.
July 7.	1		Jumping off car.	Bruised.
July 7.	1		Collision.	Slight injury.
July 7.	1		Fell off train.	Leg broken.
July 9.	1	1	Walking on track.	Killed.
July 9.	1		Coupling cars.	Two fingers injured.
July 9.	1		Getting on train.	Ankle sprained.
July 13.	1		Getting on train.	Ankle sprained.
July 14.	1		Misplaced switch.	Bruised.
July 18.	1		Collision.	Arm bruised.
July 18.	1		Struck by car.	Back injured.
July 20.	1		Coupling cars.	Fingers bruised.
July 21.	1		Fell off brakebeam.	Foot crushed.
July 21.	1		Coupling cars.	Finger mashed.
July 21.	1		Climbing on car.	Bruised.
July 21.	1	1	Fell from car.	Killed.
July 22.	1	1	Fell off train.	Killed.
July 22.	1		Getting on engine.	Foot injured.
July 23.	1		Fell from engine.	Slight injury.
July 23.	1		Collision.	Slight injury.
July 23.	1		Collision.	Bruised.
July 23.	1		Collision.	Slightly injured.
July 24.	1		Lying on track.	Badly bruised.
July 24.	1		Caught in engine.	Hand injured.
July 27.	1		Getting on car.	Strained.
July 27.	1		Uncoupling cars.	Thumb mashed.
July 29.	1		Stake broke.	Eye cut.
July 30.	1		Getting on train.	Three fingers injured.
July 30.	1		Struck bridge.	Head bruised.
July 30.	1		Jumping on engine.	Scalp wound.
July 30.	1		Caught in drawhead.	Toe mashed.
July 31.	1		Wood fell from engine.	Finger broken.
August 1.	1	1	Stopped before train.	Killed.
August 1.	1		Wood fell on hand.	Finger injured.
August 3.	1		Struck fence.	Knee injured.
August 4.	1		Coupling cars.	Hand crushed.
August 4.	1		Asleep under car.	Bruised.
August 5.	1		Coupling cars.	Fingers mashed.
August 5.	1		Fell off car.	Bruised.
August 5.	1	1	Walking on track.	Killed.
August 6.	1		Crossing between cars.	Foot bruised.
August 7.	1	1	Walking on track.	Fatally injured.
August 8.	1	1	Fell off cars.	Killed.
August 10.	1		Jumping off train.	Strained.
August 10.	1		Collision.	Hip bruised.
August 10.	1		Collision.	Leg bruised.
August 10.	1		Collision.	Arm bruised.
August 10.	1		Collision.	Scalp wound.
August 10.	1		Collision.	Slight bruise.
August 10.	1		Collision.	Ankle sprained.
August 10.	1	1	Getting on engine.	Killed.
August 11.	1		Handswitching.	Ribs injured.
August 11.	1		Coupling cars.	Thumb mashed.
August 11.	1		Coupling cars.	Two fingers mashed.
August 11.	1		Coupling cars.	Finger mashed.
August 11.	1		Brakechain broke.	Slightly bruised.
August 11.	1		Lifting baggage.	Back strained.
August 11.	1		Jumping off train.	Face and hands.
August 12.	1		Collision.	Leg cut.
August 12.	1		Struck snowshed.	Leg bruised.
August 14.	1		Stepping from engine.	Ankle sprained.
August 14.	1		Wiping engine.	Arm injured.
August 15.	1		Coupling cars.	Fingers crushed.
August 15.	1		Stepping from cars.	Foot bruised.
August 15.	1		Jumping off train.	Slight injury.
August 15.	1		Struck telegraph wire.	Face cut.
August 16.	1		Jumped from engine.	Knee bruised.
August 16.	1	1	Jumped from train.	Fatally injured.

STATEMENT OF ACCIDENTS—Continued.

Date.	Injured.	Killed.	Cause.	Extent of Injury.
August 16.	1		Getting off train	Face bruised.
August 17.		1	Standing on track	Fatally injured.
August 17.	1		Coupling cars	Hand injured.
August 19.	1		Struck by engine	Arm cut off.
August 19.	1		Getting on train	Leg bruised.
August 19.	1		Coupling cars	Arm jammed.
August 21.	4		Track spread, derailment	Slightly bruised.
August 21.	1		Jumped from train	Bruised.
August 22.	1	1	Asleep under car	Killed.
August 22.	1		Getting off engine	Internal injury.
August 22.	1		Automatic brake, sudden stop	Slight injury.
August 22.	1		Automatic brake, sudden stop	Slight injury.
August 22.		1	Jumped off train	Killed.
August 23.	1		Coupling cars	Hand injured.
August 24.	1		Fell off tender	Hip and side injured.
August 22.	1		Coupling cars	Rib and back injured.
August 26.	1		Stepped off engine	Leg sprained.
August 27.	1		Coupling cars	Finger bruised.
August 27.	1		Rail broke	Slight bruise.
August 27.	1		Coupling cars	Arm cut off.
August 30.	1		Coupling cars	Arm bruised.
August 30.	1		Collision	Slight injury.
August 30.	1		Collision	Slight injury.
September 1.	1		Fell under train	Arm and legs injured.
September 2.	1		Getting off train	Strained.
September 3.	1		Unloading freight	Bruised.
September 3.	1		Jumped from train	Slight cut.
September 3.	1		Coupling cars	Back hurt.
September 3.	1		Fell from car	Head bruised.
September 5.	1		Climbing on car	Foot crushed.
September 6.	1		Climbing on car	Bruised.
September 6.	1		Coupling cars	Hand injured.
September 6.	1		Jumping on car	Feet crushed.
September 7.	1		Struck by wood	Head cut.
September 7.	1		Torpedo exploded	Leg injured.
September 10.	1		Ran off switch	Ankle sprained.
September 11.	1		Collision	Skin scraped.
September 12.	1		Sudden stop	Three ribs injured.
September 12.	1		Cinder in eye	Injured eye.
September 12.	1		Struck by train	Head cut.
September 13.	1		Getting on train	Ankle wrenched.
September 13.	1		Coupling cars	Hand pinched.
September 14.	1	1	Jumped off train	Killed.
September 14.	1		Injector blew off	Scalded.
September 14.	1		Fell off train	Bruised.
September 14.	1		Coupling cars	Squeezed.
September 15.	1		Jumped off train	Scalp wound.
September 16.	1		Wood fell on foot	Toe broken.
September 18.	1		Coupling cars	Hand pinched.
September 18.	1		Getting off train	Leg bruised.
September 18.	1		Jumping off train	Foot injured.
September 18.	1		Coupling cars	Finger pinched.
September 19.		1	Standing on track	Fatally injured.
September 20.	1		Coupling cars	Hand mashed.
September 21.	1		Jumping off train	Ankle sprained.
September 21.	1		Coupling cars	Hand injured.
September 22.		1	Stepped before engine	Killed.
September 22.		1	On track and run over	Killed.
September 23.		1	Fell off train	Killed.
September 23.	1		Coupling cars	Foot mashed.
September 26.	1		Getting on train	Bruised.
September 26.		1	Asleep on track	Killed.
September 26.	1		Fell from ladder	Foot crushed.
September 27.	1		Jumping from train	Slight cut.
September 28.		1	Jumping from train	Fatally injured.
September 29.	1		Coupling cars	Slight injury.
September 29.	1		Coupling cars	Three fingers injured.

STATEMENT OF ACCIDENTS—Continued.

Date.	Injured	Killed	Cause.	Extent of Injury.
September 29	1	---	Caught in guard rail	Ankle turned.
September 29	1	---	Fell from car	Side injured.
September 29	1	---	Derailed at frog	Slight injury.
September 29	1	---	Derailed at frog	Slight injury.
October 1	1	---	Crossing track	Leg crushed.
October 3	1	---	Collision	Ankle sprained.
October 3	1	1	Collision	Killed.
October 3	1	---	Stepped on cars	Ankle sprained.
October 5	1	---	Cinder in eye	Eye slightly injured.
October 6	1	1	Fell from box car	Killed.
October 6	1	---	Getting on track	Back bruised.
October 8	1	1	Fell from brakebeam	Killed.
October 8	1	---	Fell under train	Foot mashed.
October 8	1	---	Fell off train	Bruised.
October 8	1	---	Coupling cars	Hand injured.
October 8	1	1	Crossing track	Fatally injured.
October 8	1	---	Struck by train	Ankle sprained.
October 9	1	---	Jumped from train	Bruised.
October 9	1	---	Getting on train	Three toes cut off.
October 12	1	---	Struck by train	Slight injury.
October 12	1	---	Fell under train	Toes crushed.
October 12	1	---	Jumped off train	Slight injury.
October 13	1	---	Coupling cars	Fingers injured.
October 13	1	---	Coupling cars	Fingers mashed.
October 14	1	---	Struck flume	Bruised.
October 14	1	---	Caught in rail	Foot injured slightly.
October 17	1	1	Asleep on track	Killed.
October 18	1	---	Injector opened	Eye hurt slightly.
October 18	1	---	Broken rail	Leg bruised.
October 18	1	---	Rail turned	Hand and arm injured.
October 18	1	---	Rail turned	Concussion.
October 18	1	---	Pulling engine on track	Arm injured.
October 19	1	---	Coupling cars	Hand injured.
October 19	1	---	Jumped off train	Leg injured.
October 19	1	---	Fell off car (fit)	Head bruised.
October 19	1	---	Jumped from car	Contused leg.
October 20	1	---	Struck cattle chute	Slight bruise.
October 20	1	1	Jumped off train	Fatally injured.
October 20	1	---	Fell from car	Ribs broken.
October 21	1	---	Caught between cars	Breast injured.
October 20	1	---	Brake chain broke	Leg injured.
October 21	1	---	Fell off car	Slight injury.
October 22	1	---	Coupling cars	Fingers mashed.
October 23	1	---	Coupling cars	Hand and chest.
October 23	1	---	Coupling cars	Hand split.
October 25	1	1	Backed into train	Killed.
October 26	1	---	Jumped off engine	Ankle mashed.
October 28	1	---	Jumped from train	Slight injury.
October 29	1	---	Coupling cars	Hand bruised.
October 30	1	---	Jumped off train	Bruised.
October 30	1	---	Jumped on train	Slight injury.
October 31	1	---	Jumped from train	Scalp wound.
October 31	1	1	Collision	Killed.
October 31	1	---	Collision	Foot sprained.
October 31	1	---	Collision	Leg bruised.
October 31	1	---	Collision	Knee and arm injured.
October 31	1	---	Collision	Ankle sprained.
October 31	1	---	Collision	Ankle hurt.
October 31	1	---	Collision	Head hurt.
October 31	1	---	Collision	Arm, head, and hands.
October 31	1	---	Collision	Head and shoulder.
October 31	1	---	Collision	Leg and breast.
October 31	1	---	Collision	Leg and arm.
October 31	1	---	Collision	Wrist and knee.
October 31	1	---	Collision	Seriously injured.
October 31	1	---	Collision	Foot and side.
October 31	1	---	Collision	Foot and back.

STATEMENT OF ACCIDENTS—Continued.

Date.	Injured.	Killed.	Cause.	Extent of Injury.
October 31	1		Collision	Scalp wound.
October 31	1		Collision	Elbow injured.
October 31	1		Collision	Back injured.
October 31	1		Collision	Hip injured slightly.
October 31	1		Coupling cars	Hand mashed.
November 1	1		Caught between cars	Squeezed.
November 1	1		Struck by engine	Four ribs broken.
November 2	1		Getting on train	Bruised.
November 2	1		Fell from cars	Leg broken.
November 3	1		Rail fell on hand	Two fingers injured.
November 5		1	Struck by engine	Killed.
November 8	1		Oiling engine	Arm broken.
November 9	1		Fell off train	Shoulder injured.
November 9	1		Unloading acid	Burned slightly.
November 9	1		Getting on engine	Wrist cut.
November 9	1		Unloading cars	Hand injured.
November 10	1		Coupling cars	Finger mashed.
November 10	1		Fire from firebox	Eye burned.
November 11		1	Drunk, struck lying on track	Killed.
November 11	1		Jumped from train	Leg hurt.
November 11	1		Jumped from train	Head and face injured.
November 11	1		Getting off train	Toes cut off.
November 12	1		Fell in baggage car	Arm injured.
November 13	1		Fell from train	Back and hip.
November 13	1		Jumped from train	Collar bone broken.
November 13		1	Fell from brakes	Killed.
November 15	1		Sudden stop, automatic brake	Knee bruised.
November 15	1		Sudden stop, automatic brake	Elbow and knee.
November 15	1		Sudden stop, automatic brake	Head and neck injured.
November 15	1		Sudden stop	Head bruised.
November 15	1		Sudden stop	Nose scratched.
November 15	1		Sudden stop	Ribs bruised.
November 17	1		Caught between buffers	Toes mashed.
November 18	1		Jumped from train	Slight concussion.
November 18	1		Getting on train	Scalp wound.
November 18	1		Put hand on rail	Four fingers cut off.
November 18	1		Coupling cars	Back hurt.
November 20	1		Getting on train	Toes mashed.
November 20	1		Getting off train	Face scratched.
November 21	1		Fell from train	Eye injured.
November 21	1		Caught in frog	Leg crushed.
November 22	1		Collision	Slight injury.
November 22	1		Collision	Internal injury.
November 22	1		Collision	Ribs injured slightly.
November 22	1		Getting on train	Toes crushed.
November 22	1		Fell off train	Scalp wound.
November 23	1		Coupling cars	Fingers mashed.
November 23		1	On track and run over	Killed.
November 24	1		Fell from car	Arm sprained.
November 26	1		Struck snowshed	Head and back hurt.
November 28	1		Handling baggage	Toe mashed.
November 28		1	Jumped from train	Killed.
November 29	1		Struck coal chute	Arm broken.
November 30	1		Unloading baggage	Finger broken.
December 1	1		Coupling cars	Finger mashed.
December 1	1		Slipped from engine	Foot and ankle injured.
December 1	1		Collision	Ankle sprained.
December 3	1		Wood fell from tender	Leg injured.
December 3	1		Coupling cars	Three fingers injured.
December 3	1		Valise fell off rack	Nose cut.
December 5	1		Unloading freight	Ruptured.
December 5	1		Crossing track	Scalp wound.
December 5	1		Coupling cars	Fingers injured.
December 6	1		Fell off running board	Legs cut.
December 7	1		Fell from car	Toes cut.
December 7	1		Coupling cars	Hand bruised.
December 7	1		Coupling cars	Arm injured.

STATEMENT OF ACCIDENTS—Continued.

Date.	Injured.	Killed.	Cause.	Extent of Injury.
December 8.	1	---	Getting off train .....	..... Ankle sprained.
December 9.	1	---	Train broke in two .....	..... Leg broken.
December 9.	1	---	Misplaced switch .....	..... Head cut.
December 9.	1	---	Misplaced switch .....	..... Cheek cut.
December 9.	1	---	Misplaced switch .....	..... Hip bruised.
December 10.	1	---	Coupling cars .....	..... Fingers mashed.
December 10.	1	---	Leaning out of car .....	..... Slight injury.
December 11.	1	---	Coupling cars .....	..... Hand injured.
December 12.	1	---	Climbing on cars .....	..... Foot crushed.
December 12.	1	---	Caught in frog .....	..... Ankle sprained.
December 12.	1	---	Jumped from train .....	..... Slight injury.
December 12.	1	---	Coupling cars .....	..... Fingers hurt.
December 14.	1	---	Jumped from train .....	..... Ankle hurt (sprained).
December 15.	1	---	Struck snowshed .....	..... Head injured.
December 15.	1	---	Coupling cars .....	..... Hand hurt.
December 16.	1	---	Jumped from engine .....	..... Ankle sprained.
December 19.	1	---	Jumped from train .....	..... Slight injury.
December 19.	1	---	Coupling cars .....	..... Head hurt.
December 20.	1	---	Coupling cars .....	..... Finger mashed.
December 20.	1	---	Too near firebox .....	..... Foot burned.
December 21.	1	---	Freight fell on foot .....	..... Foot injured.
December 23.	1	---	Caught in rail .....	..... Legs crushed.
December 24.	1	---	Drove on track .....	..... Shoulder dislocated.
December 24.	1	---	Jumped from train .....	..... Toe mashed.
December 24.	1	1	Crossing before train .....	..... Killed.
December 25.	1	---	Fell off brakebeam .....	..... Toes cut off.
December 25.	1	---	Sudden start of train .....	..... Wrist sprained.
December 25.	1	---	Sudden start of train .....	..... Slight injury.
December 25.	1	1	Jumped off train .....	..... Killed.
December 25.	1	---	Coupling cars .....	..... Leg crushed.
December 26.	1	---	Sitting on track .....	..... Head cut.
December 26.	1	---	Struck water spout .....	..... Scalp wound.
December 26.	1	---	Jumped off train .....	..... Head slightly injured.
December 28.	1	---	Jumped from car .....	..... Concussion of brain.
December 29.	1	---	Slipped from car .....	..... Ankle dislocated.
December 29.	1	---	Setting brakes .....	..... Nose cut.
December 31.	1	---	Misplaced switch .....	..... Slight injury.
December 31.	1	---	Caught between car and platform .....	..... Bruised.
1887.	437	71	<i>Southern Pacific Company—Northern Division.</i>	
February 14.	1	---	Knocked from trestle .....	..... Right leg crushed.
April 6.	1	---	Coupling cars .....	..... Three fingers mashed.
April 30.	1	---	Coupling cars .....	..... Slightly squeezed.
May 2.	1	---	Fell from box car .....	..... Toes hurt.
May 3.	1	---	Coupling cars .....	..... Fingers bruised.
May 3.	1	1	Fell in front of train .....	..... Fatally injured.
May 11.	1	---	Struck by engine at station .....	..... Arm cut slightly.
May 15.	1	---	Fell from moving train .....	..... Slight cuts.
May 24.	1	---	Stake broke .....	..... Slight cuts.
June 2.	1	---	Coupling cars .....	..... Hand cut slightly.
June 16.	1	---	Coupling cars .....	..... Bruised ankle.
June 16.	1	---	Stealing ride .....	..... Slight.
June 30.	1	---	Fell from moving train .....	..... Slight.
June 30.	1	1	Backed into moving train .....	..... Fatal.
July 6.	1	---	Fell from car .....	..... Leg broken.
July 17.	1	---	Jumped from train .....	..... Slight.
July 18.	1	---	Jumped from train .....	..... Slight.
July 26.	1	---	Attempted to jump on engine .....	..... Leg broken.
August 5.	1	1	Stepped in front of moving train .....	..... Killed.
August 7.	1	---	Attempted to jump on moving train .....	..... Leg crushed.
August 8.	1	---	Coupling cars .....	..... Finger mashed.
August 10.	1	---	Coupling cars .....	..... Finger mashed.
August 26.	1	---	Jumped from moving train .....	..... Skull fractured.

STATEMENT OF ACCIDENTS.—Continued.

Date.	Injured.	Killed.	Cause.	Extent of Injury.
August 27....	1	---	Coupling cars	Finger mashed.
August 29....	1	---	Coupling cars	Finger mashed.
September 10.	1	---	Stepped from top of car	Arm dislocated.
September 17.	1	---	Jumped from train	Slightly bruised.
September 20.	1	---	Coupling cars	Hand mashed.
October 6....	1	---	Attempted to board moving train	Arm crushed.
October 20....	1	---	Coupling cars	Ankle bruised.
October 26....	1	---	Coupling cars	Fingers mashed.
November 1..	1	---	Coupling cars	Fingers mashed.
November 5..	1	---	Knocked from wagon by train	Slight.
November 7..	1	---	Coupling cars	Fingers hurt.
November 8..	---	1	Attempted to board moving train	Fatal.
November 18.	---	1	Fell from train	Fatal.
November 25.	---	1	Driving, and struck by train	Killed.
	31	6		

STATE OF CALIFORNIA, }
 City and County of San Francisco. } ss.

Charles F. Crocker, the Third Vice-President of the Southern Pacific Company, and G. L. Lansing, the Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1887.

CHAS. F. CROCKER.
 G. L. LANSING.

Subscribed and sworn to before me, this twelfth day of July, 1888.

E. B. RYAN,
 Notary Public.

STOCKTON AND COPPEROPOLIS RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President	San Francisco.
Charles F. Crocker, Vice-President	San Francisco.
Timothy Hopkins, Treasurer	San Francisco.
W. V. Huntington, Secretary	San Francisco.
E. H. Miller, Jr.	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner of Fourth and Townsend Streets

The Stockton and Copperopolis Railroad Company was incorporated November 17, 1877, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
Stockton and Copperopolis Railroad	October 11, 1865.
Stockton and Visalia Railroad	December 16, 1869.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$7,000,000 00
2. Capital stock authorized by votes of company	7,000,000 00
3. Capital stock issued [number of shares, 2,345]; amount paid in	234,500 00
5. Total amount paid in as per books of the company	234,500 00
8. Par value of shares issued	100 00
9. Total number of stockholders December 31, 1887	15
10. Number of stockholders in California December 31, 1887	13
11. Amount of stock held in California	200,520 00

DEBT.

12. Funded debt as follows:	
Bonds	\$500,000 00
Interest paid on same during year	\$25,000 00
13. Total amount of funded debt	\$500,000 00
14. Unfunded debt:	
All other debts, current credit balances, etc.	\$97,540 60
16. Total gross debt liabilities	\$597,540 60
18. Total net debt liabilities	\$597,540 60

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

11. Total cost of construction	\$739,683 64
--------------------------------------	--------------

Equipment.

	No.	Cost.
12. Locomotives	3	-----
16. Passenger cars	4	-----
Baggage cars	1	-----
17. Freight cars	45	-----

27. Whole amount of permanent investments	\$739,683 64
31. Total property and assets of the company	739,683 64

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	}	\$607 88
2. Bridging		
6. Engine houses, car sheds, and turntables		29 37
20. Net addition to property account for the year		637 25

REVENUE FOR THE YEAR.

(See lessee's report.)

13. Derived from rents for use of road and equipment when leased	\$50,669 99
1884: Error in charge of general expense	710 00
	\$51,379 99
Less general expense	12 00
	\$51,367 99

NET INCOME, DIVIDENDS, ETC.

1. Total net income		\$51,367 99
2. Percentage of same to capital stock and net debt	6 ²⁹ / ₁₀₀	
3. Percentage of same to total property and assets	6 ⁹⁴ / ₁₀₀	
4. Interest accrued during the year:		
On funded debt	\$25,000 00	
On other debt	6,945 91	
Total		31,945 91
7. Balance for the year, or surplus		19,422 08
8. Deficit at commencement of the year	\$111,354 04	
9. Deficit at commencement of the year, as changed by aforesaid entries ..		111,354 04
10. Total deficit December 31, 1887		91,931 96

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT, AND RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

(See lessee's report.)

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1887.

Debits.

Cost of road and equipment	\$739,683 64
Cash, cash assets, and other items (specifying same):	
Right of way	425 00
Profit and loss (loss if any)	91,931 96
Total	\$832,040 60

Credits.

Capital stock	\$234,500 00
Funded debt	500,000 00
Other debts	97,540 60
Total	\$832,040 60

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1887.

	Debits.	Credits.
Rentals		\$50,669 99
Add error in general expenses in 1884		710 00
		\$51,379 99
General expense	\$12 00	
Interest	31,945 91	
Balance gain	19,422 08	
Total	\$51,379 99	\$51,379 99

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Stockton to Milton and Oakland	February, 1871.
3. Length of line with track laid, if road is not completed	32.6596 miles.
5. Branches owned by the company	1
Peters to Milton, single track	11.9928 miles.
6. Total length of branches owned by the company	11.9928 miles.
7. Total length of branches owned by the company in California	11.9928 miles.
10. Total length of road belonging to this company	44.6524 miles.
11. Aggregate length of siding and other tracks not enumerated above	5.4968 miles.
12. Same in California	5.4968 miles.
13. Aggregate length of track belonging to this company computed as single track	50.1492 miles.
14. Same in California	50.1492 miles.
15. Total length of steel rail in tracks belonging to this company, not including steel top rail	0.8223 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California	

18. Number of wooden bridges (aggregate length, 4,271 feet), in California...	54
19. Number of crossings of highways at grade, in California.....	39
21. Number of crossings of highways under railroad, in California.....	2
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	41
27. Number of railroad crossings at grade (Central Pacific Railroad, at Stockton)	1

ROLLING STOCK.

	No.	Average Weight.	Market Value.
1. Locomotives.....	3		\$24,000 00
Average weight of engines in working order.....		48,233	
Maximum weight of engines in working order. [60,000]			
2. Tenders.....	3		
Average weight of tenders full of fuel and water.....		25,000	
Maximum weight of tenders full of fuel and water [30,000]			73,233
Average joint weight of engines and tenders.....			
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender.....			
[41 feet 6 inches]			
4. Total length of heaviest engine and tender over all.....			
[49 feet 8 inches]			
6. Passenger cars.....	4		15,250 00
Average weight.....		31,800	
Maximum weight..... [31,800]			
7. Mail and baggage cars.....	1	32,000	2,000 00
8. Eight-wheel box freight cars.....	4	18,000	3,200 00
10. Eight-wheel platform cars.....	41	13,500	28,700 00
12. Other cars—			
Coal and gravel.....			2,923 96
13. Total market value.....			\$76,073 96

14. Total number of freight cars, including coal, etc., on a basis of eight wheels.....	45
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12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable. Interest and Principal.	Interest.	
				Rate.	Payable.
First mortgage	Jan. 1, 1875..	Jan. 1, 1905..	Gold	5	January and July.
Authorized Amount.	Total Issued. December 31, 1887.		Accrued Interest. During Year.	Amount of Bonds Outstand- ing December 31, 1887.	
\$500,000 00	\$500,000 00		\$25,000 00	\$500,000 00	

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Charles F. Crocker, Vice-President of the Stockton and Copperopolis Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-four sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1887.

CHARLES F. CROCKER.
W. V. HUNTINGTON.

Subscribed and sworn to before me, this eighth day of June, 1888.

E. B. RYAN,
Notary Public.

VACA VALLEY AND CLEAR LAKE RAILROAD.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President	San Francisco.
Timothy Hopkins, Vice-President	San Francisco.
F. S. Douty, Treasurer	San Francisco.
W. V. Huntington, Secretary	San Francisco.
Charles Crocker	San Francisco.

A. M. Stevenson, General Superintendent Vacaville

BUSINESS ADDRESS OF THE COMPANY.

Northeast corner Fourth and Townsend Streets..... San Francisco.

The Vaca Valley and Clear Lake Railroad Company was incorporated February 19, 1877.

Vaca Valley Railroad purchased (not an incorporation).

CAPITAL STOCK.

1. Capital stock authorized by charter	\$1,000,000 00
2. Capital stock authorized by votes of company	500,000 00
4. Capital stock paid in on shares not issued [number of shares, 5,000]	250,000 00
8. Par value of shares issued	100 00
9. Total number of stockholders	7

DEBT.

14. Unfunded debt:	
All other debts, current credit balances, etc.	\$118,136 40
16. Total gross debt liabilities	118,136 40
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Other securities and debt balances	38,576 13
18. Total net liabilities	\$79,560 27

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROADS AND BRANCHES.

Construction.

11. Total cost of construction	\$183,567 61
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Equipment.

	No.	Cost.
12. Locomotives	2	\$15,000
16. Passenger cars	2	8,000
17. Freight cars	15	10,000
18. Total for equipment		\$33,000

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

19. Lands.

Town lots in Madison and Winters	\$874 00
--	----------

24. Investments in Transportation Lines.

Purchase of Vaca Valley Railroad	\$250,000
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25. Other Property Purchased.

26. Total for property purchased, etc.	\$250,000 00
27. Whole amount of permanent investments	217,441 61
30. Cash and cash assets	39,403 80
31. Total property and assets of the company	\$506,845 41

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING YEAR.

19. Property sold and credited to property account during the year:	
Lot in Madison	\$120 00
Scrap iron sold	2,036 41

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	\$10,090 04
5. Derived from express	2,022 09
6. Derived from mails	1,144 71
7. Total earnings from passenger department	\$13,256 84
8. Derived from local freight on roads operated by this company	\$46,192 70
12. Total earnings from freight department	\$46,192 70
14. Total transportation earnings	\$59,449 54
15. Earnings per mile of road operated	\$1,945 97
19. Total income derived from all sources	\$59,449 54

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local	\$218 80
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Office expense, Vacaville	\$2,400 00
Legal expense	51 90
Office expense, San Francisco	1,221 34
	\$3,673 24
5. Total	\$3,892 04
6. Proportion belonging to passenger department, $22\frac{30}{100}$ per cent	\$867 92
7. Proportion belonging to freight department, $77\frac{70}{100}$ per cent	3,024 12

Class II—Maintenance of way and buildings and movement expenses.

1. Repairs of road (exclusive of bridges, new rails and new ties)		
2. Iron rails laid, deducting old rails taken up	\$8,855 03	
3. Steel rails laid, deducting old rails taken up		
4. New ties		
5. Repairs of bridges	563 73	
6. Repairs of buildings and fixtures (stations and turntables)	328 00	
7. Repairs of and additions to machine shops and machinery		
8. Repairs of fences, road crossings, and signs		
10. Repairs of locomotives	2,599 55	
11. Locomotive supplies	576 35	
14. Fuel for engines and cars:		
Number of cords of wood; cost	4,336 87	
15. Water and water stations	90 30	
19. Total	\$17,349 83	
20. Proportion of same to passenger department	22.30 per cent	\$3,869 01
21. Proportion of same to freight department	77.70 per cent	13,480 82

Class III—Passenger traffic expenses.

8. Total	\$592 97
----------------	----------

Class IV—Freight traffic expenses.

1. Repairs of freight cars	\$9 25
4. Salaries, wages, and incidentals of freight trains	5,637 41
5. Salaries, wages, and incidentals of stations	4,011 46
7. Amount paid other roads for balance of mileage of freight cars	1,749 25
8. Total	\$11,407 37
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	\$33,242 21

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$26,207 33
2. Percentage of same to capital stock and net debt	7.94 per cent
3. Percentage of same to total property and assets	5.16 per cent
4. Interest accrued during the year:	
On other debt	7,466 87
7. Balance for the year, or surplus	18,740 46
8. Surplus at commencement of the year	\$79,751 65
9. Surplus at commencement of the year, as changed by aforesaid entries	79,751 65
10. Total surplus December 31, 1887	98,492 11

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from Passenger Department, as per "Revenue for the Year," No. 7	\$13,256 84
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6	867 92
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 20	3,869 01
5. Expenses, "Passenger Traffic," as per Class III, No. 8	592 97
6. Total expenses	5,329 90
8. Net earnings	7,926 94

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from "Freight Department," as per "Revenue for the Year," No. 12	\$46,192 70
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7	3,024 12
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 21	13,480 82
5. Expenses, "Freight Traffic," as per Class IV, No. 8	11,407 37
6. Total expenses	27,912 31
8. Net earnings	18,280 39

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1887.

<i>Debits.</i>	
Cost of road.....	\$433,567 61
Cost of equipment.....	33,000 00
Cash, cash assets, and other items (specifying same):	
Stockholders.....	250,000 00
Current accounts.....	39,403 80
Total.....	\$755,971 41
<i>Credits.</i>	
Capital stock.....	\$500,000 00
Other debts (specifying same):	
Subsidies.....	21,808 50
Town of Madison.....	\$13,423 55
Town of Winters.....	4,110 85
Current accounts.....	17,538 40
Profit and loss (profit, if any).....	118,136 40
Total.....	98,492 11
Total.....	\$755,971 41

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1887.

	Debits.	Credits.
Balance from 1886.....		\$79,751 65
Earnings.....		59,449 54
Operating expenses.....	<div> <div>\$31,802 07</div> <div>7,466 87</div> <div>1,221 34</div> <div>218 80</div> <div>98,492 11</div> </div>	
	\$139,201 19	\$139,201 19

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From Elmira to Vacaville.....	January 25, 1869.
From Elmira to Winters.....	August 26, 1875.
From Elmira to Madison.....	May 1, 1877.
2. Length of main line of road from Elmira to Madison.....	28.55 miles.
Length of main line in California.....	28.55 miles.
11. Aggregate length of siding and other tracks.....	2 miles.
12. Same in California.....	2 miles.
13. Aggregate length of track belonging to this company computed as single track.....	30.55 miles.
14. Same in California.....	30.55 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California.....	4
18. Number of wooden bridges (aggregate length sixteen feet), in California.....	18
19. Number of crossings of highways at grade, in California.....	20
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	20
34. Total miles of road operated by this company.....	31
35. Total miles of road operated by this company in California.....	31
36. Number of stations on all roads operated by this company.....	6
37. Number of stations on all roads owned by this company.....	6
38. Same in California.....	6
39. Miles of telegraph on line of road operated by this company.....	30
41. Number of telegraph offices in company stations.....	3
42. Number of telegraph stations operated by this company.....	3
43. Number of telegraph stations operated jointly by railroad and telegraph companies.....	2

ROLLING STOCK.

	No.	Average Weight.	Market Value.
1. Locomotives.....	1	28 tons.	\$4,500 00
2. Tenders	1	.....	.....
6. Passenger cars.....	1	.....	2,500 00
7. Mail and baggage cars.....	1	.....	1,000 00
8. Eight-wheel box freight cars.....	5	.....	2,000 00
10. Eight-wheel platform cars.....	10	.....	3,000 00
12. Other cars:			
Hand cars, etc.....	8	.....	500 00
13. Total market value			\$13,500 00

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains, daily	120
2. Rate of speed of express passenger trains, including stops	15 miles.
3. Rate of speed of accommodation trains, including stops	15 miles.
4. Miles run by freight trains, daily	120
5. Rate of speed of express freight trains, including stops	15 miles.
16. Rate of speed of accommodation freight trains, including stops	15 miles.
7. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	5 cents.
21. Highest rate of freight per ton per mile for any distance.....	7 cents.
22. Lowest rate of freight per ton per mile for any distance	4½ cents.
26. Average number of cars in passenger trains (including baggage cars)	} Combination freight, passenger, and baggage.
27. Average number of cars in freight trains—basis of eight-wheel.....	
30. Number of persons regularly employed by company, including officers.....	30
Average monthly pay of employes, other than officers	\$65 00
Average monthly pay of engine drivers	110 00
Average monthly pay of passenger conductors.....	100 00
Average monthly pay of freight conductors	100 00
Average monthly pay of section men	50 00

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE), OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1887.	Length of Track December 31, 1887.			
			Single.	Length of Roadway—Single and Double Track.	Reduced to Single Track.		
					Track.	Sidings.	Track and Sidings.
Main Line and Branches.	From.	To.	Iron.	Iron.	Iron.	Iron.	Iron. (b)
Main line within State.....	Elmira..	Madison.	29	29	29	2	31

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

Character of.	Total Amount of Bonds or Cash.	Cash Realized.
Given in cash and notes by individuals in 1878.....	\$23,157 50	\$21,808 50

STATE OF CALIFORNIA.
City and County of San Francisco. } ss.

Timothy Hopkins, Vice-President of the Vaca Valley and Clear Lake Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-four sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1887.

TIMOTHY HOPKINS.
W. V. HUNTINGTON.

Subscribed and sworn to before me, this eighth day of June, 1888.

E. B. RYAN,
Notary Public.

VISALIA RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

R. E. Hyde, President	Visalia.
E. Jacob, Vice-President and Treasurer	Visalia.
Solomon Sweet	San Francisco.
Jasper Harrell	Visalia.
John Cutler	Visalia.
Julius Levy, Secretary	Visalia.

BUSINESS ADDRESS OF THE COMPANY.

Visalia.....Tulare County, California.
The Visalia Railroad Company was incorporated May 21, 1874.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$100,000 00
2. Capital stock authorized by votes of company	100,000 00
3. Capital stock issued [number of shares, 1,000]; amount paid in	82,025 00
8. Par value of shares issued	100 00
10. Number of stockholders in California	All.

DEBT.

17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets	\$10,055 00
Cash on hand	1,000 28
Material and supplies on hand	4,000 00
18. Total net debt liabilities	\$15,055 28

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

11. Total cost of construction	\$81,916 20
18. Total for equipment	33,200 00

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNT.

19. Lands.

Depot and land on which situated, in Visalia, Tulare County	\$3,000 00
---	------------

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	\$7,951 55
2. Derived from passengers from and to other roads, over roads operated by this company	2,650 50
5. Derived from express and extra baggage	678 00
6. Derived from mails	372 00
7. Total earnings from passenger department	<u>\$11,652 05</u>
8. Derived from local freight on roads operated by this company	\$15,891 00
12. Total earnings from freight department	<u>\$15,891 00</u>
14. Total transportation earnings	<u>\$27,543 05</u>

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local	\$800 98
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	8,500 00
General salaries, office expenses, and miscellaneous	421 35
3. Insurance premiums and losses by fire, and damages for fires set by engines	123 75
5. Total	<u>\$9,846 08</u>

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	\$4,709 50
6. Repairs of buildings and fixtures (stations and turntables)	1,561 85
10. Repairs of locomotives	200 00
14. Fuel for engines and cars: Number of cords of wood, 450 $\frac{3}{4}$; cost	1,853 00
17. Oil and waste	188 44
19. Total	<u>\$8,512 79</u>

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	\$100 00
3. Damages and gratuities, passengers	25 00
6. Amount paid other corporations or individuals not operating roads, for use of passenger cars and repair of same	1,107 11
8. Total	<u>\$1,232 11</u>

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1887.

Debits.

Cost of road	\$81,916 20
Cost of equipment	33,200 00
Other investments	3,000 00
Supplies and materials on hand	4,000 00
Cash, cash assets, and other items (specifying same)	11,055 28
Total	<u>\$133,171 48</u>

Credits.

Capital stock	\$82,025 00
Profit and loss (profit, if any)	51,146 48
Total	<u>\$133,171 48</u>

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	Sept. 1874.
From Visalia to Goshen.....	7 $\frac{1}{2}$ miles.
2. Length of main line of road from Visalia to Goshen.....	7 $\frac{1}{2}$ miles.
Length of main line in California.....	7 $\frac{1}{2}$ miles.
10. Total length of road belonging to this company.....	7 $\frac{1}{2}$ miles.
11. Aggregate lengths of siding and other tracks not enumerated above.....	1 mile.
12. Same in California.....	1 mile.
13. Aggregate length of track belonging to this company computed as single track.....	8 $\frac{1}{2}$ miles.
14. Same in California.....	8 $\frac{1}{2}$ miles.

ROLLING STOCK,

	Number.	Average Weight (Tons).	Market Value.
1. Locomotives.....	3	15	\$14,000 00
Average weight of engines in working order.....		15	
Maximum weight of engines in working order.....		15	
6. Passenger cars.....	1	6	4,500 00
7. Mail and baggage cars.....	1	3	1,500 00
13. Total market value.....			\$20,000 00

STATE OF CALIFORNIA, }
County of Tulare. } ss.

R. E. Hyde, President of the Visalia Railroad Company, and Julius Levy, Secretary of said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-four sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1887.

R. E. HYDE.
JULIUS LEVY.

Subscribed and sworn to before me, this eighth day of June, 1888.

C. J. GIDDINGS,
Notary Public.

CARSON AND COLORADO (THIRD DIVISION) RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

H. M. Yerington, President.....	Carson City, Nevada.
W. S. Wood, Vice-President.....	San Francisco, California.
D. A. Bender, Secretary.....	Carson City, Nevada.
S. P. Smith, Treasurer.....	Sacramento, California.
D. L. Bliss, Director.....	Carson City, Nevada.
M. B. Langhorne, Director.....	San Francisco, California.
J. N. Dobson, Director.....	San Francisco, California.

BUSINESS ADDRESS OF THE COMPANY.

Carson City.....Nevada.

The Carson and Colorado Railroad Company (Third Division) was incorporated November 21, 1881.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$3,500,000 00
2. Capital stock authorized by votes of company.....	3,500,000 00
3. Capital stock issued [number of shares, 16,200]; amount paid in.....	1,620,000 00
5. Total amount paid in as per books of the company.....	1,620,000 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	14
10. Number of stockholders in California.....	9
11. Amount of stock held in California.....	914,425 00

DEBT.

14. Unfunded debt:	
Incurred for construction, equipment, or purchase of property, in capital stock.....	\$1,620,000 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Not known, as the railroad of the company was constructed and its equipment furnished under contract. The company paying for same by issue of capital stock and bonds.

REVENUE FOR THE YEAR.

NOTE.—The revenue of this company is included in that of the Carson and Colorado Railroad Company, a Nevada incorporation, which has leased and is operating the line of this company.

D. A. BENDER, Secretary.

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

The railroad and other property of this company is leased to and operated by the Carson and Colorado Railroad Company, an incorporation of the State of Nevada. No separate accounts are, therefore, kept of the operating expenses of this company; same being embraced in the operating expenses of the Carson and Colorado Railroad Company.

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From State line to Keeler, California.....	Aug. 1, 1883.
2. Length of main line in California.....	108 miles.
10. Total length of road belonging to this company.....	108 miles.
15. Total length of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard 35).....	

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains.....	34,000
2. Rate of speed of express passenger trains, including stops.....	15 miles.
(Statistics not kept.)	
14. Highest rate of fare per mile for any distance (excluding one mile).....	10 cents.
16. Lowest rate of fare per mile for any distance (single fare).....	5 cents.

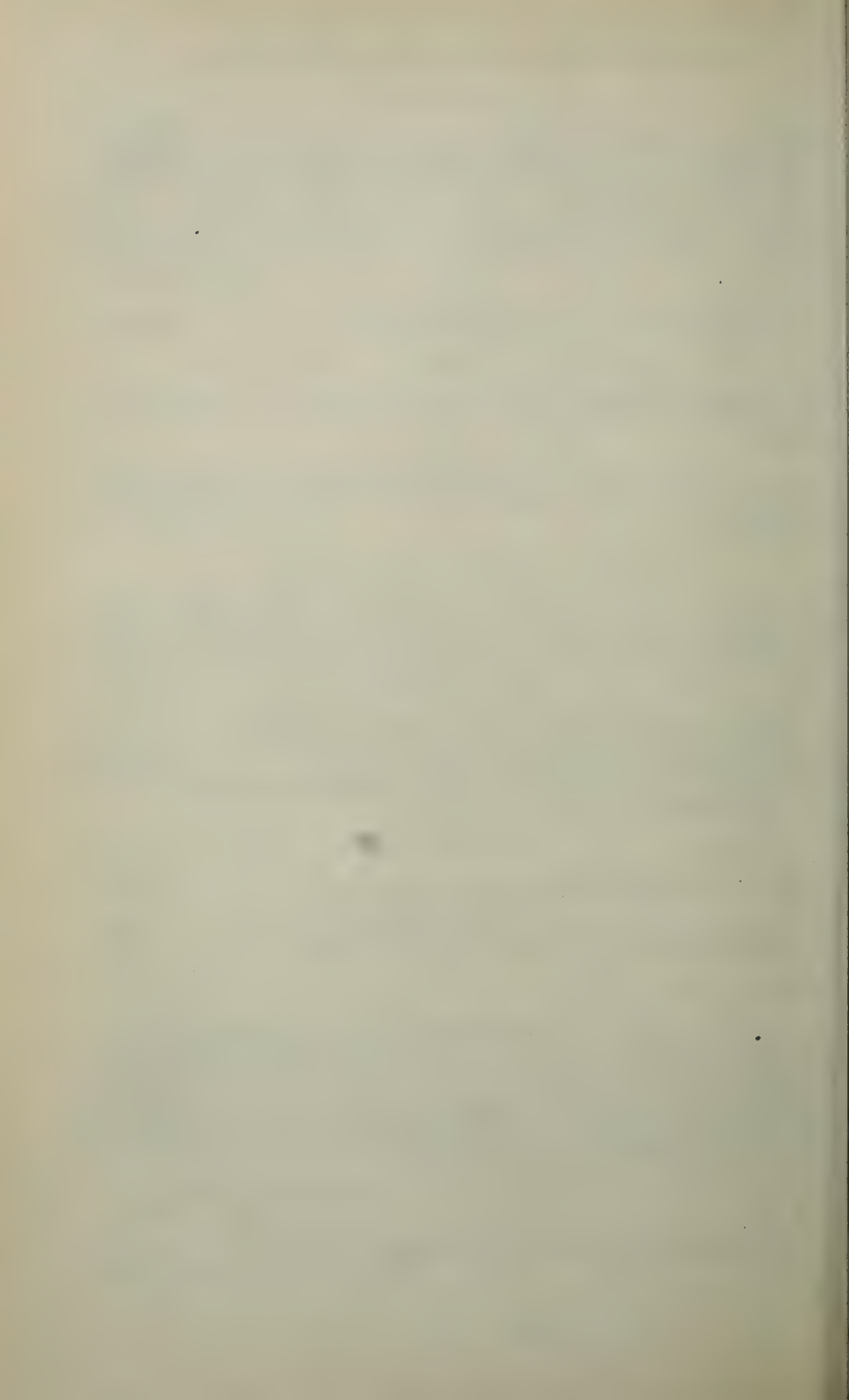
STATE OF NEVADA, }
County of Ormsby. } ss.

H. M. Yerington, President of the Carson and Colorado Railroad Company, Third Division, and D. A. Bender, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets have been prepared and compiled by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1887.

H. M. YERINGTON, President.
D. A. BENDER, Secretary.

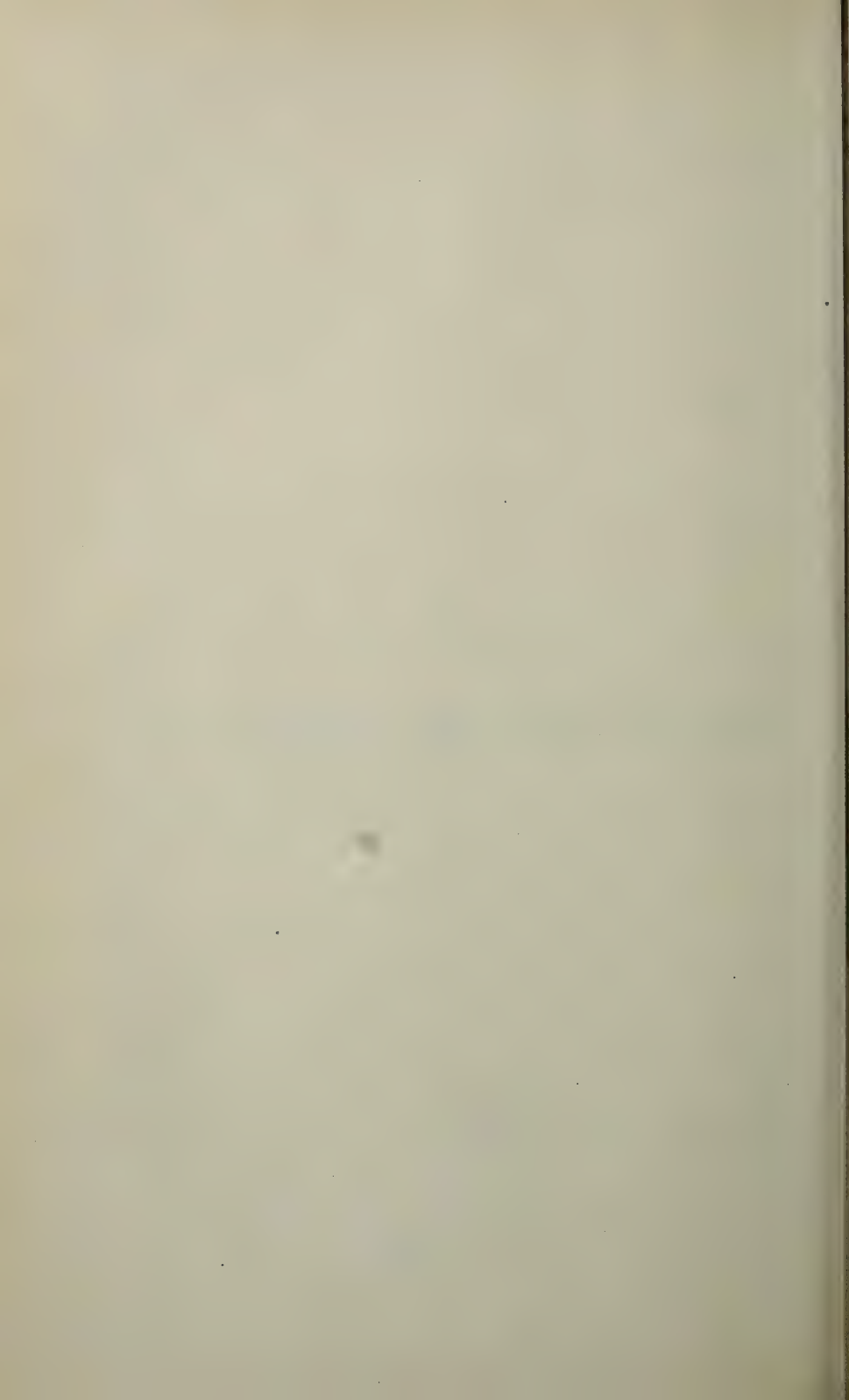
Subscribed and sworn to before me, this ninth day of June, 1888.

WILLIS G. CLARKE, Notary Public.



PART V.

REPORTS OF NARROW GAUGE ROADS.



REPORTS OF NARROW GAUGE ROADS.

NEVADA COUNTY NARROW GAUGE RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

John F. Kidder, President.....	Grass Valley.
Peter Johnston, Vice-President.....	Grass Valley.
George Fletcher, Secretary.....	Grass Valley.
Coleman & Glasson, Treasurers.....	Grass Valley.
E. H. Brown, Superintendent.....	Grass Valley.
George D. McLean.....	Grass Valley.
F. G. Beatty.....	Nevada City.
A. H. Parker.....	Nevada City.

BUSINESS ADDRESS OF THE COMPANY.

Grass Valley, Nevada County.....	California.
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The Nevada County Narrow Gauge Railroad Company was incorporated April 4, 1874.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$400,000 00
2. Capital stock authorized by votes of company.....	400,000 00
3. Capital stock issued [number of shares, 2,422]; amount paid in.....	242,200 00
4. Capital stock paid in on shares not issued [number of shares, 18].....	650 00
5. Total amount paid in, as per books of the company.....	242,850 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	113
10. Number of stockholders in California.....	113
11. Amount of stock held in California.....	242,200 00

DEBT.

12. Funded debt as follows:	
Bonds.....	\$260,000 00
Interest paid on same during year.....	\$20,800
13. Total amount of funded debt.....	\$260,000 00
14. Unfunded debt:	
All other debts, current credit balances, etc.....	2,843 09
16. Total gross debt liabilities.....	\$262,843 09
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Materials and supplies on hand.....	9,213 53
18. Total net debt liabilities.....	\$253,629 56

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry.....	\$243,010 04
2. Bridging.....	48,235 37
3. Superstructure, including rails.....	164,054 13
4. Land.....	} 25,822 96
Land damages.....	
Fences.....	
5. Passenger and freight stations.....	13,350 41
6. Engine houses, car sheds, and turntables.....	7,708 72
7. Machine shops, including machinery and tools.....	8,708 08
9. Engineering.....	12,901 32
Agencies, salaries, and other expenses during construction.....	7,054 33
Section and tool houses and other buildings.....	4,266 93
21. Total cost of construction.....	\$535,112 19

Equipment.

	No.	Cost to Dec. 31, 1887.
12. Locomotives	3	\$27,904 28
13. Passenger cars	2	7,884 09
Baggage cars	2	6,216 76
14. Freight cars	45	30,684 22
Other cars	4	1,445 54
15. Total for equipment		\$74,134 89

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNT.

27. Whole amount of permanent investments	\$609,247 18
29. Amount of supplies and materials on hand	9,213 53
31. Total property and assets of the company	\$618,460 71

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry	\$498 70
3. Superstructure, including rails	1,400 00
4. Land:	
Land damages	46 00
7. Machine shops	350 00
13. Passenger, mail, and baggage cars	271 77
20. Net addition to property account for the year	\$2,566 47

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	}	\$31,698 17
2. Derived from passengers from and to other roads, over roads operated by this company		
5. Derived from express and extra baggage		3,372 71
6. Derived from mails		1,557 44
7. Total earnings from passenger department		\$36,628 32
8. Derived from local freights on roads operated by this company		\$55,821 02
11. Derived from other sources belonging to freight department		1,962 15
12. Total earnings from freight department		\$57,783 17
14. Total transportation earnings		\$94,411 49
15. Earnings per mile of road operated		4,196 15
16. Earnings per train mile (total passenger and freight)		1 76
19. Total income derived from all sources		\$94,411 49

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local	\$2,780 65
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
General salaries	5,840 00
Advertising	606 10
Injuries to persons	99 00
Injuries to stock	25 00
Office furniture	116 50
Stationery and printing	514 40
Incidentals	200 00
3. Insurance premiums and losses by fire, and damages for fires set by engines	917 75
5. Total	\$11,099 40
6. Proportion belonging to passenger department	\$4,328 77
7. Proportion belonging to freight department	6,770 63

Class II.—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties).....	\$8,466 46
4. New ties. (Number 6,980); cost.....	2,094 00
5. Repairs of bridges.....	5,719 98
6. Repairs of buildings and fixtures (stations and turntables).....	531 18
7. Repairs of and additions to machine shops and machinery.....	132 44
8. Repairs of fences, road crossings, and signs.....	61 48
9. Repairs of tunnels.....	1,710 88
10. Repairs of locomotives.....	3,091 10
14. Fuel for engines and cars: Number of cords of wood, 1,670; cost.....	5,900 00
15. Water and water stations.....	384 00
16. Fuel for stations and shops.....	350 00
17. Oil and waste.....	950 57
19. Total.....	<u>\$29,392 09</u>
20. Proportion of same to passenger department.....	\$11,462 92
21. Proportion of same to freight department.....	17,929 17

Class III.—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars.....	\$3,354 70
4. Salaries, wages, and incidentals of passenger trains.....	4,082 19
5. Salaries, wages, and incidentals of passenger stations.....	3,121 17
8. Total.....	<u>\$10,558 06</u>

Class IV.—Freight traffic expenses.

1. Repairs of freight cars.....	\$2,698 36
3. Damages and gratuities, freight.....	176 18
4. Salaries, wages, and incidentals of freight trains.....	6,385 00
5. Salaries, wages, and incidentals of freight stations.....	4,881 84
8. Total.....	<u>\$14,141 38</u>
9. Total expenses of operating the road embraced in Classes I, II, III, and IV.....	\$65,190 93
10. Per train mile (total passenger and freight).....	\$1 21
11. Percentage of expenses to total transportation earnings.....	69
13. Total expenses.....	<u>\$65,190 93</u>

NET INCOME, DIVIDENDS, ETC.

1. Total net income.....	\$29,220 56
2. Percentage of same to capital stock and net debt.....	5 ⁸⁰ / ₁₀₀
3. Percentage of same to total property and assets.....	4 ⁷² / ₁₀₀
4. Interest accrued during the year:	
On funded debt.....	\$20,800 00
On other debt.....	416 30
Total.....	21,216 30
6. Date of last dividend declared.....	September, 1881
7. Balance for the year, or surplus (or deficit).....	8,004 26
8. Surplus (or deficit) at commencement of the year.....	105,413 36
10. Total surplus (or deficit) December 31, 1887.....	113,417 62

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from Passenger Department, as per "Revenue for the Year," No. 7.....	\$36,628 32
2. Per passenger train mile.....	1 84
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6.....	4,328 77
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 20.....	11,462 92
5. Expenses, "Passenger Traffic," as per Class III, No. 8.....	10,558 06
6. Total expenses.....	26,349 75
7. Per passenger train mile.....	1 32
8. Net earnings.....	10,278 57
9. Per passenger train mile.....	52

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from Freight Department, as per "Revenue for the Year," No. 12.....	\$57,783 17
2. Per freight train mile.....	1 71
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7.....	6,770 63
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 21.....	17,929 17
5. Expenses, "Freight Traffic," as per Class IV, No. 8.....	14,141 38
6. Total expenses.....	38,841 18
7. Per freight train mile.....	1 15
8. Net earnings.....	18,941 99
9. Per freight train mile.....	56

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1887.

<i>Debits.</i>	
Cost of road	\$535,112 29
Cost of equipment.....	74,134 89
Supplies and materials on hand	9,213 53
Total	\$618,460 71
<i>Credits.</i>	
Capital stock	\$242,200 00
Funded debt	260,000 00
Other debts (specifying same):.....	
Excess of audited account over cash items	2,843 09
Profit and loss (profit, if any).....	113,417 62
Total	\$618,460 71

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1887.

	Debits.	Credits.
Gross earnings.....		\$94,411 49
Operating expenses.....	\$65,190 93	
Interest, funded debt.....	20,800 00	
Interest, floating debt.....	130 00	
Commission for paying coupons.....	286 30	
Profit.....	8,004 26	
Totals	\$94,411 49	\$94,411 49

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Colfax to Grass Valley.....	April 17, 1876.
From Colfax to Nevada City.....	May 24, 1876.
2. Length of main line of road from Colfax to Nevada City.....	22.64 miles.
10. Total length of road belonging to this company.....	22.64 miles.
11. Aggregate length of siding and other tracks not enumerated above.....	3.75 miles.
13. Aggregate length of track belonging to this company computed as a single track.....	26.39 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard, 35 pounds).....	4 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California.....	2
18. Number of wooden bridges (aggregate length, 320 feet), in California.....	2
19. Number of crossings of highways at grade, in California.....	19
20. Number of crossings of highways over railroad, in California.....	2
21. Number of crossings of highways under railroad, in California.....	1
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	21
29. Number of railroad crossings under other railroads (specifying each) (Central Pacific Railroad at Long Ravine).....	1

ROADS BELONGING TO OTHER COMPANIES OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

34. Total miles of road operated by this company	22.64
36. Number of stations on all roads operated by this company	9
39. Miles of telegraph on line of road operated by this company	22.64
41. Number of telegraph offices in company stations	3

ROLLING STOCK.

	No.	Average Weight.	Market Value.
1. Locomotives	3	36,000	\$9,000 00
Maximum weight of engines in working order			
[18 tons]			
2. Tenders	3		
Maximum weight of tenders full of fuel and water			
[10 tons]			
Average joint weight of engines and tenders		56,000	
6. Passenger cars	2		2,900 00
Maximum weight			
[11 tons]			
7. Mail and baggage cars	2		2,000 00
8. Eight-wheel box freight cars	20		4,800 00
10. Eight-wheel platform cars	25		4,600 00
12. Other cars	4		100 00
13. Total market value			\$23,400 00

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	45
15. Number of locomotives equipped with train brakes	3
Kind of brake (Westinghouse air)	
16. Number of cars equipped with train brakes	4
Kind of brake (Westinghouse air)	
17. Number of passenger cars with Miller platform and buffer	4

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	3,919
2. Rate of speed of express passenger trains, including stops	12 miles.
3. Rate of speed of accommodation trains, including stops	12 miles.
4. Miles run by freight trains	17,730
5. Rate of speed of express freight trains, including stops, per hour	10 miles.
6. Rate of speed of accommodation freight trains, including stops, per hour	10 miles.
7. Miles run by other trains, and for what purpose:	
Mixed passenger and freight	31,936
Service trains	1,255
8. Total train miles run	54,840
9. Total number of passengers carried	38,732
10. Total passenger mileage, or passengers carried one mile	268,724
11. Passenger mileage to and from other roads:	
Average number of miles traveled by each local passenger	8
Average number of miles traveled by each through passenger	19
Average number of miles traveled by each passenger, through and local	9½
12. Number of tons freight carried (not including gravel)	26,532
13. Total freight mileage, or tons carried one mile	387,578
15. Highest rate of fare per mile for any distance (excluding one mile)	10 cents.
16. Lowest rate of fare per mile for any distance (single fare)	5½ cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	5.81 cents.
18. Average rate of fare per mile received from passengers to and from other roads	10 cents.
20. Average rate of fare per mile for all passengers	8.14 cents.
21. Highest rate of freight per ton per mile, for any distance under seven miles	25 cents.
22. Lowest rate of freight per ton per mile for any distance	3¾ cents.
23. Average rate local freight per ton per mile on roads operated by this company	16.89 cents.
26. Average number of cars in passenger trains (including baggage cars)	3
27. Average number of cars in freight trains—basis of eight-wheel	5
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	50 tons.

29. Average weight of freight trains, including locomotives and tenders, in working order (exclusive of freight).....	45 tons.
30 Number of persons regularly employed by company, including officers..	54
Average monthly pay of employes, other than officers.....	\$62 25
Average monthly pay of engine drivers.....	111 25
Average monthly pay of passenger conductors.....	100 00
Average monthly pay of freight conductors.....	90 00
Average monthly pay of baggage masters.....	75 00
Average monthly pay of brakemen, flagmen, and switchmen.....	65 00
Average monthly pay of section men.....	52 00
Average monthly pay of mechanics in shops.....	91 00
Average monthly pay of laborers.....	52 00

LIST OF ACCIDENTS IN CALIFORNIA.

From causes beyond their own control in California—killed:

Employe	1
---------------	---

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

John McCormack fell from trestle at Bear River, May 6th, 1887, while at work, apparently in a fit.

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.	
			Interest.	Principal.
First mortgage.....	January 7, 1876 .	January 7, 1896 .	Gold.	Gold.

Interest.		Authorized Amount.	Total Issued December 31, 1887.	Accrued Interest.		Amount of Bonds Outstanding December 31, 1887.
Rate.	Payable.			To Decem-ber 31, 1887.	During Year.	
8	Jan. and July..	\$325,000 00	\$260,000 00	\$237,477 78	\$20,800 00	\$260,000 00

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE), OWNED BY THE COMPANY.

Length of Track December 31, 1887.													
State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Single.		Length of Roadway—Single and Double Track.				Reduced to Single Track.				
									Track.	Sidings.	Track and Sidings.		
Main Line and Branches.	From.	To.	Iron.	Steel.	Iron and Steel.	Iron.	Steel.	Iron.	Steel.	Iron and Steel.			
Main line within State----	Colfax -----	Nevada City	18.64	4	18.64	4	22.64	18.64	4	3.75	22.39	4	26.39
December 31, 1887.													
Within the State.													
The length of rail is double the length of single track, columns (b) and (c) above.			Length in Miles.		Average Weight per Mile.		Total Weight (Tons).						
			3,728 8		27.1120 27.1120		1,025 220						
Length of iron rail-----													
Length of steel rail-----													

STATE OF CALIFORNIA, }
 County of Nevada, } ss.

John F. Kidder, President of the Nevada County Narrow Gauge Railroad Company, and Geo. Fletcher, Secretary of the said Company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-four sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1887.

JOHN F. KIDDER.
 GEO. FLETCHER.

Subscribed and sworn to before me, this thirteenth day of June, 1888.

A. BRENOLL,
 Notary Public.

NORTH PACIFIC COAST RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

John W. Coleman, President and General Manager	San Francisco.
W. Steel, Vice-President	Oakland.
W. Young	San Francisco.
W. R. Fortune	San Francisco.
A. Borel	San Francisco.
C. Denervaud	San Francisco.
J. B. Mackie	Oakland.
W. F. Russell, Traffic Manager	San Francisco.
F. B. Latham, General Passenger and Ticket Agent	San Anselmo.
E. H. Shoemaker, Superintendent	Saucelito.

BUSINESS ADDRESS OF THE COMPANY.

327 Pine Street San Francisco.

The North Pacific Coast Railroad Company was incorporated December 16, 1871, and formed by the consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
North Pacific Coast Railroad Extension Company	December 2, 1882

CAPITAL STOCK.

1. Capital stock authorized by charter	\$1,500,000 00
2. Capital stock authorized by votes of company	3,000,000 00
3. Capital stock issued [number of shares, 25,000]; amount paid in	2,500,000 00
5. Total amount paid in as per books of the company	2,500,000 00
8. Par value of shares issued	2,500,000 00
9. Total number of stockholders	11
10. Number of stockholders in California	11
11. Amount of stock held in California	All.

DEBT.

12. Funded debt as follows:	
Bonds	\$1,240,000 00
Interest paid on same during year	\$39,090 00
13. Total amount of funded debt	\$1,240,000 00
15. Total amount of unfunded debt	\$245,731 91
16. Total gross debt liabilities	\$1,485,731 91
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets	\$46,876 23
Cash on hand	\$4,572 48
Materials and supplies on hand	1,111 00
Other securities and debt balances	41,192 75
18. Total net debt liabilities	\$1,438,855 68
19. Amount of bonds or stock of other companies guaranteed, principal or interest, or on which interest is paid by this company (giving name of each):	
North Pacific Coast Railroad Extension Company	\$150,000 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

18. Total for equipment and construction	\$3,150,829 01
<i>24. Investments in Transportation Lines.</i>	
27. Whole amount of permanent investments	\$3,150,829 01
28. Property in California	All.
29. Amount of supplies and materials on hand	1,111 00
30. Cash and cash assets	45,765 23
31. Total property and assets of the company	\$3,197,705 24

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

3. Superstructure, including rails, 400.682 tons, 50 pound steel, less sale of old iron	\$13,912 62
8. Engineering, agencies, salaries, and other expenses during construction: Survey account	79 00
Total	\$13,991 62
20. Net addition to property account for the year	\$13,991 62

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	\$149,651 65
5. Derived from express and extra baggage	13,307 57
6. Derived from mails	5,268 53
7. Total earnings from passenger department	\$168,227 80
8. Derived from local freight on roads operated by this company	\$159,902 97
12. Total earnings from freight department	\$159,902 97
14. Total transportation earnings	\$328,130 77
15. Earnings per mile of road operated, ninety-two and one fourth miles	\$3,556 97
16. Earnings per train mile (total passenger and freight)	316,327 1 03
17. Income derived from rent of property, other than road and equipment (specifying same):	
Charter	\$3,700 00
Rents	4,397 00
Sundries	1,606 45
	9,703 45
19. Total income derived from all sources	\$337,834 22

Class I—General traffic expenses.

1. Taxes, State and local.....		\$6,937 41
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:		
General office.....	\$10,681 50	
Superintendents.....	4,200 00	
Legal services.....	1,230 00	
Stationery and printing.....	2 862 15	
Advertising.....	3,247 96	
Rents.....	7,550 02	
Incidentals.....	1,377 39	
		31,149 07
3. Insurance premiums and losses by fire, and damages for fires set by engines.....		2,473 75
5. Total.....		\$40,560 23
6. Proportion belonging to passenger department.....	\$23,140 97	
7. Proportion belonging to freight department.....	17,419 29	
Equal proportion except advertising and insurance.		

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties).....	\$46,930 70
5. Repairs of bridges.....	12,140 85
6. Repairs of buildings and fixtures (stations and turntables).....	3,897 37
7. Repairs of and additions to machine shops and machinery.....	1,812 43
8. Repairs of fences, road crossings, and signs.....	358 14
9. Repairing county road.....	532 00
10. Repairs of locomotives.....	10,319 94
12. Repairs of wharves.....	2,762 98
14. Fuel for engines and cars:	
Number of cords of wood, 5,075; cost.....	\$17,972 50
Number of tons of coal, 4,717; cost.....	33,224 05
	51,196 55
15. Water and water stations.....	1,532 61
16. Fuel for stations and shops.....	892 50
17. Oil and waste.....	1,880 32
19. Total.....	\$134,256 39
20. Proportion of same to passenger department.....	\$79,760 55
21. Proportion of same to freight department.....	54,495 84
Equal proportions except fuel.	

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars.....	\$5,148 78
2. Damages and gratuities, passengers.....	1,839 50
3. Salaries, wages, and incidentals of passenger trains.....	\$14,312 86
Salaries, wages, and incidentals of ferries.....	30,129 27
	44,442 13
5. Salaries, wages, and incidentals of passenger stations.....	10,118 47
8. Total.....	\$61,548 88

Class IV—Freight traffic expenses.

1. Repairs of freight cars.....	\$5,534 29
3. Damages and gratuities, freight.....	1,345 91
4. Salaries, wages, and incidentals of freight trains.....	\$11,985 38
Salaries, wages, and incidentals of ferries.....	21,949 56
	33,934 94
5. Salaries, wages, and incidentals of freight stations.....	10,118 47
8. Total.....	\$50,933 61
9. Total expenses of operating the road embraced in Classes I, II, III, and IV.....	\$287,299 11
10. Per train mile (total passenger and freight).....	316,327
11. Percentage of expenses to total transportation earnings.....	90 $\frac{7}{100}$
	87 $\frac{6}{100}$
13. Total expenses.....	\$287,299 11

NET INCOME, DIVIDENDS, ETC.

1. Total net income	\$50,535 11
2. Percentage of same to capital stock and net debt.....	1.88 per cent
3. Percentage of same to total property and assets.....	1.57 per cent
4. Interest accrued during the year:	
On funded debt	74,400 00

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from passenger department, as per "Revenue for the Year," No. 7.....	\$168,227 80
2. Per passenger train mile (201,202).....	83½
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6.....	23,140 97
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 20.....	79,760 55
5. Expenses, "Passenger Traffic," as per Class III, No. 8.....	61,548 88
6. Total expenses.....	164,450 40
7. Per passenger train mile.....	81¾
8. Net earnings.....	3,777 40
9. Per passenger train mile.....	01¾

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from freight department, as per "Revenue for the Year," No. 12.....	\$159,902 97
2. Per freight train mile (115,125).....	1 39
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7.....	17,419 26
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 21.....	54,495 84
5. Expenses, "Freight Traffic," as per Class IV, No. 8.....	50,933 61
6. Total expenses.....	122,848 71
7. Per freight train mile.....	1 07
8. Net earnings.....	37,054 26
9. Per freight train mile.....	32

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1887.

Debits.

Cost of road.....	\$3,150,829 01
Supplies and materials on hand.....	1,111 00
Cash, cash assets, and other items.....	59,756 85
Renewal account.....	\$13,912 62
Survey account.....	79 00
Agents.....	6,637 50
Cash.....	4,572 48
Sundry persons.....	34,555 25
Profit and loss (loss).....	774,035 05
Total.....	\$3,985,731 91

Credits.

Capital stock.....	\$2,500,000 00
Funded debt.....	1,240,000 00
Other debts.....	245,731 91
Total.....	\$3,985,731 91

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1887.

	Debits.	Credits.
Earnings.....		\$337,834 22
Operating expenses.....	\$277,887 95	
Interest.....	74,400 00	
Taxes.....	6,937 41	
Insurance.....	2,473 75	
Loss.....		23,864 89
	\$361,699 11	\$361,699 11

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Sausalito to Tomales.....	Jan. 11, 1875.
From Tomales to Howards.....	Oct. 16, 1876.
From Howards to Jerome.....	Apr. 2, 1877.
From Jerome to Duncans.....	May 15, 1877.
2. Length of main line of road from San Francisco to Duncans.....	79 $\frac{1}{4}$ miles.
Length of main line in California.....	All.
(Names and description of; single or double track) our own single...	2 miles.
6. Total length of branches owned by the company.....	2 miles.
7. Total length of branches owned by the company, in California.....	2 miles.
10. Total length of road belonging to this company.....	81 $\frac{1}{4}$ miles.
11. Aggregate length of siding and other tracks not enumerated above.....	12 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; weight per yard, 50 pounds.....	23 $\frac{1}{2}$ miles.
Weight per yard, 35 pounds.....	10 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California.....	13
18. Number of wooden bridges, in California.....	13
19. Number of crossings of highways at grade, in California.....	26

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

30. Names, description, and length of each.

Name of Company.	Termini.		Length Miles).
	From.	To.	
San Rafael and San Quentin R. R. Co.....	San Rafael.....	San Quentin.....	21 $\frac{1}{2}$
Northwestern R. R. Co., of California.....	Duncans.....	Ingrams.....	7 $\frac{1}{2}$

Dates of Lease.		Amount of Rental.
From.	To.	
March 11, 1875.....	March 11, 1918.....	\$1 per annum.
April 1, 1886.....	April 1, 1896.....	\$2,900 per annum.

31. Total length of above roads.....	11 miles.
32. Total length of above roads, in California.....	11 miles.
34. Total miles of road operated by this company.....	92 $\frac{1}{4}$
36. Number of stations on all roads operated by this company.....	39
37. Number of stations on all roads owned by this company.....	37
39. Miles of telegraph on line of road operated by this company.....	86 $\frac{1}{4}$
43. Number of telegraph stations operated jointly by railroad and telegraph companies.....	15

ROLLING STOCK.

	No.	Average Weight.	Market Value.
1. Locomotives	10		\$40,000 00
Average weight of engines in working order		43,170	
2. Tenders	9		
Average weight of tenders full of fuel and water		22,580	
Average joint weight of engines and tenders		65,750	
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender			
[38 ft.]			
4. Total length of heaviest engine and tender over all [47½ ft.]			
6. Passenger cars	25		38,100 00
Average weight		12,000	
7. Mail and baggage cars and cabooses	7	11,000	4,250 00
8. Eight-wheel box freight cars	30	10,000	6,750 00
10. Eight-wheel platform cars	254	8,000	44,450 00
12. Other cars	1		3,000 00
Hand and push	24		500 00
13. Total market value			\$137,050 00

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	284
15. Number of locomotives equipped with train brakes	6
(Kind of brake: Westinghouse.)	
16. Number of cars equipped with train brakes	20
(Kind of brake: Westinghouse.)	
17. Number of passenger cars with Miller platform and buffer	31

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	201,202
2. Rate of speed of express passenger trains, including stops	15 miles.
3. Rate of speed of accommodation trains, including stops	10 miles.
4. Miles run by freight trains	115,125
6. Rate of speed of accommodation freight trains, including stops	10 miles.
7. Miles run by other trains, and for what purpose, work	18,560
8. Total train miles run	334,887
9. Total number of passengers carried	674,085
Number of local passengers going north	341,339
Number of local passengers going south	332,746
10. Total passenger mileage, or passengers carried one mile	9,673,647
12. Number of tons freight carried (not including gravel)	73,977
13. Total freight mileage, or tons carried one mile	3,892,154
15. Highest rate of fare per mile for any distance	8.56 cents.
16. Lowest rate of fare per mile for any distance (single fare)	1.6 cents.
17. Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company	1.8 cents.
Average rate of fare per mile received from local passengers on roads operated by this company, not including ferry or season tickets	1.8 cents.
19. Average rate of fare per mile for season ticket passengers, reckoning one round trip per day to each ticket .....	.52 cents.
20. Average rate of fare per mile for all passengers	1.5 cents.
21. Highest rate of freight per ton per mile, for any distance	46½ cents.
22. Lowest rate of freight per ton per mile, for any distance	2.8 cents.
26. Average number of cars in passenger trains (including baggage cars)	4
27. Average number of cars in freight trains—basis of eight-wheels	20
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers)	104,000
29. Average weight of freight trains, including locomotives and tenders, in working order (exclusive of freight)	226,000
Average monthly pay of engine drivers	\$100 00
Average monthly pay of passenger conductors	90 00
Average monthly pay of freight conductors	85 00
Average monthly pay of baggage masters	60 00
Average monthly pay of brakemen, flagmen, and switchmen	60 00
Average monthly pay of section men	70 00
Average monthly pay of mechanics in shops	90 00
Average monthly pay of laborers	32 00

RELATING TO PASSENGERS.

1. Total commutation ticket passengers (round trip).....	164,650
2. Passengers to San Francisco (including commutation).....	320,045
3. Passengers from San Francisco (including commutation).....	325,484

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Ser es.	Date.	Due.	In What Money Payable. Interest and Principal.	Interest.	
					Rate.	Payable.
First mortgage.	1,000	Nov. 14, 1881.	Nov. 1, 1901.	Gold -----	6	May and Nov.
Second mortgage.....	1,500	Nov. 14, 1881.	Nov. 1, 1901.	Gold -----	6	May and Nov.
First mortgage.	1,150	Jan. 2, 1883.	Jan. 2, 1889.	Gold --- -----	6	Jan. and July.

Authorized Amount.	Total Issued, December 31, 1887.	Accrued Interest.			Amount of Bonds Outstanding December 31, 1887.
		To December 31, 1887.	During Year.	Overdue.	
\$600,000 00	\$600,000 00	-----	\$35,400 00	*\$5,900 00	\$590,000 00
500,000 00	500,000 00	\$102,110 00	30,000 00	†31,420 00	500,000 00
150,000 00	150,000 00	22,500 00	9,000 00	28,500 00	150,000 00

* Accrued but not yet due on 1st, \$5,900.

† Accrued but not yet due on 2d, \$5,000.

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE), OWNED BY THE COMPANY.

Length of Track December 31, 1887.									
Reduced to Single Track.									
Single.			Track.		Sidings.		Track and Sidings.		
Main Line and Branches.		From.	To.	Iron.	Steel.	Iron.	Steel.	Iron.	Steel.
								(b)	(c)
Main line within State.	Sausalito.	Duncan's	44 $\frac{3}{4}$	28 $\frac{1}{2}$	41 $\frac{3}{4}$	33 $\frac{3}{4}$	12	107 $\frac{1}{2}$	67
Main line within State.	San Anselmo.	San Rafael.	2						
				December 31, 1887.					
				Total.					
				Length in Miles.		Average Weight per Mile.		Total Weight (Tons).	
				107 $\frac{1}{2}$ 67		38 $\frac{1}{2}$ 36 $\frac{1}{4}$		3,171 2,430	

TABLE D. GRANTS OR DONATIONS, IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

Bonds.			Interest Payable.		
Character of.	Date.	Due.	By Whom.	When.	Rate.
County	May 5, 1876 ...	May 5, 1896 ...	Marin County.	Semi annually	..7 per cent.
Total Amount of Bonds or Cash.		Disposed of.			
		Amount of Bonds.	Cash Realized.	Discount.	
\$160,000 00		\$160,000 00	\$144,208 00	\$157 92	

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

John W. Coleman, President of the North Pacific Coast Railroad Company, being duly sworn, deposes and says, that the statements, tables, and answers contained in the foregoing forty-four sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1887.

JOHN H. COLEMAN,
President N. P. C. R. Co.

Subscribed and sworn to before me, this twenty-ninth day of March, 1887.

LEWIS B. HARRIS,
Notary Public.

PACIFIC COAST RAILWAY COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

George C. Perkins, President	San Francisco.
John L. Howard, Vice-President	San Francisco.
Edwin Goodall, Secretary	San Francisco.
Goodall, Perkins & Co., General Agents	San Francisco.
Oregon Improvement Company, Treasurers	San Francisco.
J. M. Fillmore, Manager	San Luis Obispo.
Thomas R. Hayes	San Francisco.
S. V. Smith	San Francisco.
S. G. Murphy	San Francisco.
William Norris	San Francisco.
Elijah Smith	New York.
J. J. Higgenson	New York.
J. N. Dennison	New York.

BUSINESS ADDRESS OF THE COMPANY.

San Francisco, 10 Market Street, and.....San Luis Obispo.
 The Pacific Coast Railway Company was incorporated September 22, 1882, and formed
 by consolidation of the companies whose names and dates of incorporation are shown in
 the table below:

Names of Railroad Companies.	Date of Incorporation.
San Luis Obispo and Santa Maria Valley Railroad.....	April 22, 1875.
Pacific Coast Railroad	April 18, 1882.

CAPITAL STOCK.

1. Capital stock authorized by charter	\$2,628,500 00
2. Capital stock authorized by votes of company.....	2,628,500 00
3. Capital stock issued [number of shares, 11,700]; amount paid in	1,170,000 00
9. Total number of stockholders	9
10. Number of stockholders in California.....	8
11. Amount of stock held in California.....	128,500 00

DEBT.

12. Funded debt as follows:	
Bonds.....	\$1,149,000 00
Interest paid on same during year, 6 per cent.....	68,940 00

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

1. Grading and masonry.....	\$98,937 80
2. Bridging	15,722 54
3. Superstructure, including rails.....	87,269 90
4. Land	8,944 78
Land damages, railway	\$663 70
Fences.....	8,281 08
5. Passenger and freight stations.....	271 45
Woodsheds and water stations	414 35
6. Engine houses, car sheds, and turntables	1,792 38
7. Machine shops.....	149 75
8. Engineering, agencies, salaries, and other expenses during construc- } tion.....	6,584 64
9. Locomotives, attachments	1,716 26
13. Passenger, mail, and baggage cars	215 27
13. Passenger, mail, and baggage cars	3,126 50
Total.....	\$225,145 62

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company.....	\$39,188 25
5. Derived from express	434 21
6. Derived from mails	3,042 77
7. Total earnings from passenger department	\$42,665 23
8. Derived from local freight on roads operated by this company.....	117,621 82
2. Total earnings from freight department.....	\$117,621 82
4. Total transportation earnings.....	\$160,287 05
18. Income derived from all other sources (including accretions from sink- ing funds, investments in stock, bonds, steamboat property, transpor- tation lines, etc.,) (specifying same):	
Wharfage, Port Harford.....	28,567 08
Warehouse, storage, etc.....	4,149 41
19. Total income derived from all sources.....	\$193,003 94

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR ENDING NOVEMBER 30, 1887.

Conducting Transportation.

Car cleaning, etc.	\$429 09
Station expense	1,160 43
Mail expense	240 00
Train expense	184 78
Wharf, Port Harford	77 68
Loss and damage, personal	64 00
Loss and damage, freight	73 84
Loss and damage, property	82 44
Loss and damage, stock	226 90
Oil and waste for cars	84 15
Telegraph repairs	113 47
Station service	9,581 31
Train service	3,873 00
Wharf service	10,737 35
Advertising and printing	464 50

Motive Power.

Fuel	\$10,499 02
Oil, waste, and tallow	391 57
Engineers, firemen	5,667 14
Repairs, locomotives	2,344 02
Repairs, tools, and machinery	512 94
Water supply	370 13

Maintenance, way and building.

Bridges	\$518 91
Road	14,673 57
Station houses	709 02
Engine houses	103 60
Wharf	3,892 68
Stock yards	29 35
Turntables	135 62
Water stations	238 10
Fences, etc	458 46

Maintenance, cars.

Passenger and baggage cars	\$625 96
Freight cars	1,484 35

General expense.

General office expense	\$6,722 22
Legal expense	550 36
Taxes	3,019 90
Wharf taxes	649 60
Total	\$82,989 57

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1887.

Debits.

Cost of road	\$2,277,028 83
Supplies and materials on hand	16,593 33
Cash, cash assets, and other items (specifying same)	226,082 81
Agents and conductors	\$9,182 94
Bills for collection	9,360 66
United States Government and Post Office Department	534 52
Oregon Improvement Company	207,004 69
Sinking fund	22,980 00
Subscribers to stock	8,000 00
Total	\$2,550,684 97

Credits.

Capital stock.....	\$1,170,000 00
Funded debt.....	1,149,000 00
Other debts (specifying same):	
Oregon Improvement Company, bond interest.....	17,235 00
Accrued sinking fund.....	22,980 00
Audited vouchers, etc.....	31,050 73
Oregon Improvement Company, Treasurers.....	98,364 65
Profit and loss (profit, if any).....	62,054 59
Total.....	\$2,550,684 97

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1887.

	Debits.	Credits.
Balance November 30, 1887		\$20,787 88
Gross earnings for year		193,003 94
Miscellaneous interest.....		192 34
Interest on bonds.....	\$68,940 00	
Operating expenses.....	82,989 57	
Balance November 30, 1887	62,054 59	

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Avila to Castro	Feb. 1, 1876.
From Castro to San Luis Obispo	Aug. 16, 1876.
From Port Harford to Avila	Dec. 1, 1876.
From San Luis Obispo to Arroyo Grande	Oct. 16, 1881.
From Arroyo Grande to Santa Maria	June 1, 1882.
From Santa Maria to Los Alamos	Oct. 11, 1882.
From Los Alamos to Los Aleros	Nov. 17, 1887.
2. Length of main line of road from Port Harford to Los Aleros.....	76.10 miles.
3. Total length of road belonging to this company	76.10 miles.
4. Aggregate length of siding and other tracks not enumerated above.....	4.4 miles.
5. Same in California.....	80.5 miles.
6. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; (weight per yard 35)	67.3 miles.
7. Number of spans of bridges of twenty-five feet and upwards, in California.....	4
8. Number of iron bridges (aggregate length 220 feet) in California.....	1
9. Number of wooden bridges in California.....	10

ROLLING STOCK.

	Number.	Average Weight.	Market Value.
Locomotives	5	20 tons.	\$19,000 00
Passenger cars.....	5	12,000	4,180 00
Mail and baggage cars	1	10,000	760 00
Eight-wheel box freight cars.....	18	10,000	4,275 00
Eight-wheel platform cars	167	8,000	19,950 00
Other cars	12	1,000	228 00
Two pile driver engines.....			1,000 00
Total market value			\$49,393 00

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains.....	117,165
2. Rate of speed of express passenger trains, including stops.....	18 miles.
3. Miles run by freight trains.....	422,655
4. Rate of speed of accommodation freight trains, including stops.....	12 miles.
5. Total number of passengers carried.....	40,430
6. Total passenger mileage, or passengers carried one mile	946,013
7. Number of tons freight carried (not including gravel).....	60,430 $\frac{1}{10}$

MILEAGE, TRAFFIC, ETC.

13. Total freight mileage, or tons carried one mile	1,949,877.92
20. Average rate of fare per mile for all passengers .....	.0414
25. Average rate of freight per ton per mile for all	0.6032
30. Number of persons regularly employed by company, including officers ..	125
Average monthly pay of engine drivers	110 00
Average monthly pay of passenger conductors	85 00
Average monthly pay of freight conductors	75 00
Average monthly pay of baggage masters	50 00
Average monthly pay of brakemen, flagmen, and switchmen	55 00
Average pay of section men, per day	1 60
Average monthly pay of mechanics in shops	100 00
Average pay of laborers, per day	2 00

LIST OF ACCIDENTS IN CALIFORNIA.

	From causes beyond their own control, in California.	Total—in California.	Total on whole road operated.
	Injured.	Injured.	Injured.
Employés	1	1	1

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

August 15, 1887—M. J. Hyde, engineer, at Santa Maria Station, had leg broken by switch rope.

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.		Date.	Due.	In what Money Payable, Interest and Principal.
First mortgage		November 1, 1882.	September, 1912...	Gold
Interest.		Authorized Amount.		Amount of Bonds Outstanding November 30, 188 .
Rate.	Payable.			
6	Semi-an- nually.	\$1,149,000		\$1,149,06

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE), OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1887	
			Single.	
Main Line and Branches.	From.	To.	Iron.	Steel.
Main line within State	Port Harford ...	Los Alamos	8 ⁸ / ₁₀	67

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

George C. Perkins, President of the Pacific Coast Railway Company, and Edwin Goodall, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirtieth day of November, 1887.

GEO. C. PERKINS.
EDWIN GOODALL.

Subscribed and sworn to before me, this fifteenth day of June, 1888.

JAMES L. KING,
Notary Public.

SAN JOAQUIN AND SIERRA NEVADA RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Chas. F. Crocker, President.....	San Francisco.
Timothy Hopkins, Vice-President.....	San Francisco.
Frank S. Douty, Secretary and Treasurer.....	San Francisco.
L. M. Clement.....	San Francisco.
W. V. Huntington.....	San Francisco.
B. F. Langford.....	Lodi.
S. Washburn.....	Oakland.

BUSINESS ADDRESS OF THE COMPANY.

Railroad Building, corner Fourth and Townsend Streets, Room 4.....San Francisco.
The San Joaquin and Sierra Nevada Railroad Company was incorporated March 28, 1882.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$1,000,000 00
3. Capital stock issued (number of shares, 3,304); amount paid in.....	330,400 00
4. Capital stock paid in on shares not issued (number of shares, 15).....	1,500 00
5. Total amount paid in as per books of the company.....	331,900 00
9. Total number of stockholders.....	126
10. Number of stockholders in California.....	126

Debt.

12. Funded debt as follows:	
Bonds.....	149,000 00
Interest paid on same during year.....	\$89 40
13. Total amount of funded debt.....	\$149,000 00
14. Unfunded debt:	
Incurred for construction, equipment, or purchase of property.....	\$20,823 34
All other debts, current credit balances, etc.....	14,127 08
15. Total amount of unfunded debt.....	34,950 42
16. Total gross debt liabilities.....	\$183,950 42
17. Amount of cash, materials, and supplies on hand; sinking funds in hands of Trustees, and such securities and debt balances as represent cash assets:	
Cash on hand.....	\$2,662 46
Materials and supplies on hand.....	8,090 29
Other securities and debt balances.....	697 62
	\$11,450 37
18. Total net debt liabilities.....	\$172,500 05

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

11. Total cost of construction.....	\$409,830 16
-------------------------------------	--------------

Equipment.

	No.	Cost.
12. Locomotives	3	\$25,439 21
16. Passenger cars:		
Mail cars	4	8,216 25
Baggage cars	63	28,574 52
17. Freight cars	12	1,191 00
18. Total for equipment		\$63,420 98

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

24. Investments in transportation lines.

27. Whole amount of permanent investments	\$473,251 14
29. Amount of supplies and materials on hand	8,090 29
30. Cash and cash assets	3,360 08
31. Total property and assets of the company	\$484,701 51

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

17. Any other expenditures charged to property account (specifying same): Superintendent's office at Stockton	\$72 41
20. Net addition to property account for the year	\$72 41

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	\$15,922 95
5. Derived from express and extra baggage	959 07
6. Derived from mails	1,468 78
7. Total earnings from passenger department	\$18,350 80
8. Derived from local freight on roads operated by this company	\$22,751 49
12. Total earnings from freight department	\$22,751 49
14. Total transportation earnings	\$41,102 29
15. Earnings per mile of road operated	1,027 50
18. Income derived from all other sources (including accretions from sinking funds, investments in stock, bonds, steamboat property, transportation lines, etc.), (specifying same): Telegraph line operated by telephone (net)	74 39
19. Total income derived from all sources	\$41,176 68

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local	\$2,268 49
2. General salaries, office expenses, and miscellaneous, including classes II, III, and IV	25,046 76
5. Total	\$27,315 25

Class IV—Freight traffic expenses.

9. Total expenses of operating the road embraced in Classes I, II, III, and IV	\$27,315 25
13. Total expenses	\$27,315 25

NET INCOME, DIVIDENDS, ETC.

1. Total net income.....		\$13,861 43
2. Percentage of same to capital stock and net debt	2 $\frac{3}{4}$	
4. Interest accrued during the year:		
On funded debt	\$8,940 00	
On other debt	1,542 20	
		10,482 20
7. Balance for the year, surplus.....		3,379 23
8. Deficit at commencement of the year.....	\$34,423 14	
Add entries made in profit and loss account during the year, not included in the foregoing statement.....	105 00	
		34,528 14
9. Deficit at commencement of the year, as changed by aforesaid entries...		31,148 91

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1887.

<i>Debits.</i>		
Cost of road.....		\$409,830 16
Cost of equipment		63,420 98
Supplies and materials on hand		8,090 29
Cash, cash assets, and other items (specifying same):		
Cash	\$2,662 46	
Current accounts.....	697 62	
		3,360 08
Profit and loss (loss).....		31,148 91
Total.....		\$515,850 42
<i>Credits.</i>		
Capital stock		\$331,900 00
Funded debt		149,000 00
Other debts (specifying same):		
Notes payable	\$20,823 34	
Unpaid coupons.....	13,530 00	
Freight.....	92 70	
Current accounts.....	504 38	
		\$34,950 42
Total.....		\$515,850 42

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1887.

	Debits.	Credits.
Operating expense.....	\$25,046 76	
Taxes	2,268 49	
Interest	1,542 20	
Interest on funded debt	8,940 00	
Transportation earnings.....		\$41,102 29
Telephone earnings.....		74 39
Gain for the year 1887	3,379 23	
Totals.....	\$41,176 68	\$41,176 68

DESCRIPTION OF ROAD.

(Single track—narrow gauge, 3 feet.)

1. Date when the road or portions thereof were opened for public use:	
From Brocks to Lockeford	August, 1882.
From Lockeford to Clements	September, 1882.
From Clements to Wallace.....	October, 1882.
From Wallace to Burson	September, 1884.
From Burson to Valley Spring	April, 1885.
2. Length of main line of road from Brocks to Valley Spring	39 $\frac{3}{4}$ miles.
Length of main line in California	All.
3. Length of line with track laid, if road is not completed.....	39.60 miles.
10. Total length of road belonging to this company	39.60 miles.
11. Aggregate length of sidings and other tracks not enumerated above	4.20 miles.
12. Same in California	All.

13. Aggregate length of track belonging to this company computed as single track.....	43.80 miles.
14. Same in California.....	All.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail; weight per yard, 35 and 40 pounds.....	30.86 miles.
18. Number of wooden bridges (aggregate length, 2,000 feet), in California.....	22
19. Number of crossings of highways at grade, in California.....	22
21. Number of crossings of highways, under railroads, in California.....	1
26. Number of highway crossings at which there are neither electric signals, gates, nor flagmen, in California.....	22
27. Number of railroad crossings at grade (Lodi crossing of Central Pacific).....	1
34. Total miles of road operated by this company.....	39.60
35. Total miles of road operated by this company in California.....	All.
36. Number of stations on all roads operated by this company.....	8
37. Number of stations on all roads owned by this company.....	8
38. Same in California.....	All.
39. Miles of telegraph on line of road operated by this company.....	39.60
40. Miles of telegraph owned by this company (telephone).....	39.60
41. Number of telegraph offices in company stations (telephone).....	8
42. Number of telegraph stations operated by this company (telephone)....	8

ROLLING STOCK.

	No.	Average Weight.
1. Locomotives.....	3	30,000
Average weight of engines in working order.....		38,000
Maximum weight of engines in working order..... [48,000]		
2. Tenders.....	2	6,000
Average weight of tenders full of fuel and water.....		20,000
Maximum weight of tenders full of fuel and water..... [22,000]		
Average joint weight of engines and tenders.....		58,000
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender. [36 ft.]		
4. Total length of heaviest engine and tender over all.... [42 feet.]		
6. Passenger cars.....	3	20,000
Maximum weight..... [28,000]		
7. Mail and baggage cars.....	1	14,000
8. Eight-wheel box freight cars.....	19	14,000
9. Four-wheel box freight cars.....	44	9,000
12. Other cars.....	12	

14. Total number of freight cars, including coal, etc., on a basis of eight wheels.....	63
15. Number of locomotives equipped with train brakes..... (Kind of brake, hand.)	3
16. Number of cars equipped with train brakes..... (Kind of brake, hand.)	67

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains.....	20,218
2. Rate of speed of express passenger trains, including stops.....	20 miles.
3. Rate of speed of accommodation trains, including stops.....	15 miles.
5. Rate of speed of express freight trains, including stops.....	29,016 miles.
6. Rate of speed of accommodation freight trains, including stops.....	15 miles.
8. Total train miles run.....	49,234
9. Total number of passengers carried.....	16,895
Number of local passengers going east (or north).....	8,554
Number of local passengers going west (or south).....	8,341
12. Number of tons freight carried (not including gravel).....	13,906 $\frac{7}{10}$
15. Highest rate of fare per mile for any distance (excluding one mile).....	8 $\frac{3}{4}$ cents.
16. Lowest rate of fare per mile for any distance (single fare).....	4 cents.
21. Highest rate of freight per ton per mile for any distance.....	15 cents.
22. Lowest rate of freight per ton per mile for any distance.....	3 $\frac{1}{8}$ cents.
30. Number of persons regularly employed by company, including officers.....	26
Average monthly pay of employes, other than officers.....	\$55 00
Average monthly pay of engine drivers.....	135 00
Average monthly pay of passenger conductors.....	85 00
Average monthly pay of brakemen, flagmen, and switchmen.....	65 00
Average monthly pay of section men.....	50 00
Average monthly pay of laborers.....	45 00

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
First mortgage.	Dec. 1882..	Jan. 1, 1893.	Gold	Gold	6	January and July.
Authorized Amount.	Total Issued December 31, 1887.	Accrued Interest During Year.	Overdue.	Amount of Bonds Outstanding December 31, 1887.		
\$750,000 00	\$149,000 00	\$8,940 00	\$9,060 00	\$149,000 00		

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE), OWNED BY THE COMPANY.

Length of Track December 31, 1887.					
State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Reduce to Single Track.		
			Single.	Track.	Sidings.
			Iron.	Steel.	Iron.
			Steel.	Iron.	Steel.
			Iron.	Steel.	Iron and Steel.
Main Line and Branches.	From.	To.	Iron.	Steel.	Iron.
Main line within State	Brocks	Valley Springs..	12.94	30.86	8.74
Total on whole road, December 31, 1887			12.94	30.86	8.74
			December 31, 1887.		
The length of rail is double the length of single track, columns (b) and (c) above.			Within the State.		
			Length in Miles.	Average Weight per Mile (Tons).	Total Weight (Tons).
Length of iron rail			25.88	27½	711
Length of steel rail			61.22	27½	1,698

STATE OF CALIFORNIA, }
County of San Francisco. } ss.

Charles F. Crocker, President of the San Joaquin and Sierra Nevada Railroad Company and Frank S. Doty, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing forty-four sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1887.

CHAS. F. CROCKER.
FRANK S. DOTY.

Subscribed and sworn to before me, this fifteenth day of May, 1888.

E. B. RYAN,
Notary Public.

SONOMA VALLEY RAILROAD COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

J. M. Donahue, President	San Francisco.
J. H. Von Schroeder, Vice-President	San Francisco.
H. C. Whiting, Superintendent	San Rafael.
R. H. Lloyd, Treasurer	San Francisco.
Mrs. A. Donohue	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

410 Mission Street..... San Francisco.

The Sonoma Valley Railroad Company was incorporated July 24, 1878, and formed by consolidation of the companies whose names are shown below:

Sonoma Valley Railroad Company.
Sonoma and Santa Rosa Railroad Company.

CAPITAL STOCK.

2. Capital stock authorized by votes of company	\$400,000 00
3. Capital stock issued; amount paid in	200,000 00
8. Par value of shares issued	100 00
10. Number of stockholders in California	7

DEBT.

14. Unfunded debt:	
Incurred for construction, equipment, or purchase of property,	
pay rolls	\$1,357 62
All other debts, current credit balances, etc., S. F. and N. P. R. R.	40,056 11
Wood and coal	71 33
J. McGinty	42 50
16. Total gross debt liabilities	<u>\$41,527 56</u>
17. Amount of cash, materials, and supplies on hand; sinking funds in	
hands of Trustees, and such securities and debt balances as represent	
cash assets:	
Material and supplies on hand	\$5,253 69
Other securities and debt balances	10,777 53
18. Total net debt liabilities	<u>\$16,031 22</u>

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

Construction.

1. Grading and masonry	}	\$235,191 93
2. Bridging		
3. Superstructure, including rails		
4. Land		
Land damages	}	5,550 84
Fences		
5. Passenger and freight stations	}	1,330 61
6. Engine houses, car sheds, and turntables		
7. Machine shops, including machinery and tools		
11. Total cost of construction		\$242,073 38

Equipment.

	No.	Cost.
12. Locomotives	3	\$15,500 00
14. Parlor cars		
15. Sleeping cars		
16. Passenger cars		
Mail cars	}	27,999 00
Baggage cars		
17. Freight cars		
Other cars		
18. Total for equipment		\$43,400 00

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

Furniture	\$430 00
26. Total for property purchased, etc	\$286,002 38
29. Amount of supplies and materials on hand	5,253 69
30. Cash and cash assets	10,777 53
31. Total property and assets of the company	\$302,033 60

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	\$32,441 05
5. Derived from express and extra baggage	1,286 67
6. Derived from mails	1,262 84
7. Total earnings from passenger department	\$34,990 56
8. Derived from local freight on roads operated by this company	37,663 05
12. Total earnings from freight department	37,663 05
14. Total transportation earnings	\$72,653 61

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State and local	\$1,169 00
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Steamer expenses	19,200 00
Office expenses	3,092 50
Miscellaneous expenses	100 00
Superintendent's expenses	750 00
Stationery and printing	445 75
Advertising, etc.	1,270 55
5. Total	\$26,030 80

Class II—Maintenance of way and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties).....	\$9,504 88
5. Repairs of bridges	180 41
6. Repairs of buildings and fixtures (stations and turntables)	200 70
10. Repairs of locomotives	3,098 72
14. Fuel for engines and cars: Number of cords of wood.....; cost	3,010 00
15. Water and water stations.....	65 00
19. Total	<u>\$16,059 71</u>

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars	\$1,104 83
4. Salaries, wages, and incidentals of passenger trains.....	1,672 50
5. Salaries, wages, and incidentals of passenger stations.....	2,595 95
8. Total	<u>\$5,373 28</u>

Class IV—Freight Traffic Expenses.

3. Damages and gratuities, freight.....	\$65 00
8. Total	<u>\$65 00</u>
9. Total expenses of operating the road embraced in Classes I, II, III, and IV	<u>\$47,528 79</u>
11. Percentage of expenses to total transportation earnings	65.42

NET INCOME, DIVIDENDS, ETC.

1. Total net income	<u>\$25,124 82</u>
7. Balance for the year, or surplus (or deficit)	\$25,124 82
8. Surplus (or deficit) at commencement of the year	35,201 42
	60,326 24
Deduct or add entries made in profit and loss account during the year, not included in the foregoing statement	179 80
10. Total surplus (or deficit), December 31, 1887.....	<u>\$60,506 04</u>

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1887.

Debits.

Cost of road.....	\$242,073 38
Cost of equipment	43,499 00
Supplies and materials on hand	5,253 69
Cash, cash assets, and other items (specifying same)	10,777 53
Furniture.....	430 00
Total	<u>\$302,033 60</u>

Credits.

Capital stock.....	\$200,000 00
Other debts (specifying same):	
San Francisco and North Pacific	40,056 11
Payroll	1,357 62
Sundries	113 83
Profit and loss (profit, if any)	60,506 04
Total	<u>\$302,033 60</u>

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1887.

Credits	<u>\$25,124 82</u>
---------------	--------------------

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Sonoma Landing to Sonoma.....	Aug. 23, 1880.
From Sonoma City to Glen Ellen.....	Aug. 15, 1882.
2. Length of main line of road from Sonoma Landing to Glen Ellen	21.43 miles.
10. Total length of road belonging to this company	21.43 miles.
11. Aggregate length of siding and other tracks not enumerated above.....	1.59 miles.
13. Aggregate length of track belonging to this company computed as single track	23 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California.....	1
18. Number of wooden bridges (aggregate length 90 feet), in California.....	
34. Total miles of road operated by this company	23
36. Number of stations on all roads operated by this company.....	12

ROLLING STOCK.

	Number.	Average Weight.
1. Locomotives	3	
Average weight of engines in working order.....		32,666
2. Tenders.....	3	
Average weight of tenders full of fuel and water		13,300
Maximum weight of tenders full of fuel and water..... [24,000]		
Average joint weight of engines and tenders		47,333
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender..... [38 feet]		
4. Total length of heaviest engine and tender over all..... [45 feet]		
6. Passenger cars.....	1	
Average weight.....		19,500
Maximum weight..... [20,000]		
8. Eight-wheel box freight cars	4	12,200
10. Eight-wheel platform cars	30	8,300

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	34
15. Number of locomotives equipped with train brakes	2
(Kind of brake: Air.)	
16. Number of cars equipped with train brakes.....	1
17. Number of passenger cars with Miller platform and buffer	1

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	20,000
2. Rate of speed of express passenger trains, including stops	17 $\frac{3}{8}$ miles.
4. Miles run by freight trains	13,772
5. Rate of speed of express freight trains, including stops	9 $\frac{3}{4}$ miles.
7. Miles run by other trains, and for what purpose (gravel).....	200
9. Total number of passengers carried	33,972
26. Average number of cars in passenger trains (including baggage cars)...	3
27. Average number of cars in freight trains (basis of eight-wheel)	12
28. Average weight of passenger trains, including locomotives and tenders, in working order (exclusive of passengers).....	105,833
29. Average weight of freight trains, including locomotives and tenders, in working order (exclusive of freight).....	153,533
30. Number of persons regularly employed by company, including officers.....	32
Average monthly pay of engine drivers	\$100 00
Average monthly pay of passenger conductors.....	100 00
Average monthly pay of freight conductors	100 00
Average monthly pay of baggage masters	60 00
Average monthly pay of brakemen, flagmen, and switchmen	60 00
Average monthly pay of section men, as foremen	60 00
Average monthly pay of laborers	37 25

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE), OWNED BY THE COMPANY.

State, separately, lengths within and without State. Reduce to single track by adding length of double track.			Length of Track December 31, 1887.		Length of Track December 31, 1887.		
			Single.	Length of Roadway—Single and Double Track.	Reduced to Single Track.		
					Track.	Sidings.	Track and Sidings.
Main Line and Branches.	From.	To.	Iron.	Iron.	Iron.	Iron. (b)	Iron & Steel.
Main line within State.....	Sonoma Landing.	Glen Ellen..	21.43	21.43	1.57	23	23
Total on whole road, Dec. 31, 1887....			21.43	21.43	1.57	23	
The length of rail is double the length of single track, column (b) above.				December 31, 1887.			
				Within the State.			
				Length in Miles.	Average Weight per Mite.	Total Weight (Tons).	
Length of iron rail				46	70,400	1,445	

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

H. C. Whiting, General Superintendent of the Sonoma Valley Railroad Company, and S. W. Hoyt, Acting Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1887.

H. C. WHITING.
S. W. HOYT.

Subscribed and sworn to before me, this twenty-sixth day of July, 1888.

J. F. KINGWELL, Notary Public.

SOUTH PACIFIC COAST RAILWAY COMPANY.

NAMES AND RESIDENCES OF OFFICERS AND DIRECTORS.

Leland Stanford, President.....	San Francisco.
C. F. Crocker, Vice-President.....	San Francisco.
Timothy Hopkins, Treasurer.....	San Francisco.
W. V. Huntington, Secretary.....	San Francisco.
C. P. Huntington.....	New York.
Charles Crocker.....	San Francisco.
N. J. Smith.....	San Francisco.
A. N. Towne, General Manager.....	San Francisco.
G. L. Lansing, Controller.....	San Francisco.
L. Fillmore, Superintendent.....	San Francisco.

BUSINESS ADDRESS OF THE COMPANY.

Fourth and Townsend Streets.....San Francisco.
 23 Broad Street.....New York.

The South Pacific Coast Railway Company was incorporated May 23, 1887, and formed by consolidation of the companies whose names and dates of incorporation are shown in the table below:

Names of Railroad Companies.	Dates of Incorporation.
Santa Cruz and Felton Railroad Company.....	November 13, 1874.
South Pacific Coast Railroad Company.....	March 29, 1876.
Bay and Coast Railroad Company.....	May 2, 1877.
Oakland Township Railroad Company.....	January 7, 1881.
San Francisco and Colorado River Railroad Company.....	January 16, 1883.
Felton and Pescadero Railroad Company.....	January 13, 1883.
Alameda Branch Railroad Company.....	April 6, 1887.

CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$6,000,000 00
2. Capital stock authorized by votes of company.....	6,000,000 00
3. Capital stock issued [number of shares, 6,000]; amount paid in.....	6,000,000 00
5. Total amount paid in as per books of the company.....	6,000,000 00
8. Par value of shares issued.....	100 00
9. Total number of stockholders.....	15
10. Number of stockholders in California.....	14
11. Amount of stock held in California.....	5,995,000 00

DEBT.

12. Funded debt as follows:	
Bonds, issued July 1, 1887.....	5,500,000 00
Interest accrued on same during year, July 1, to December 31, 1887, (payable by Southern Pacific Company).....	[\$110,000]
13. Total amount of funded debt.....	\$5,500,000 00
16. Total gross debt liabilities.....	\$5,500,000 00
18. Total net debt liabilities.....	\$5,500,000 00

COST OF ROAD, EQUIPMENT, AND PROPERTY—ROAD AND BRANCHES.

11. Total cost of construction.....	\$11,500,000 00
-------------------------------------	-----------------

Equipment.	Number	To December 31, 1887.
		Cost.
12. Locomotives.....	21	The cost of equipment is included in construction, shown above.
14. Parlor cars.....	2	
16. Passenger cars.....	72	
Mail cars.....	5	
Baggage cars.....	5	
17. Freight cars.....	428	
Other cars.....	6	
18. Total for equipment (engines, 21) cars.....	543	

PROPERTY PURCHASED AND ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

(Included in construction account.)

23. Steamboat Property.

Ferry steamers:	
Bay City.....	The cost of steamers is included in construction account.
Encinal.....	
Garden City.....	
Newark.....	

27. Whole amount of permanent investments	\$11,500,000 00
31. Total property and assets of the company	\$11,500,000 00
(Betterments and additions to property are charged on the operations by the Southern Pacific Company lease.)	

REVENUE FOR THE YEAR.

1. Derived from local passengers on roads operated by this company	} \$451,380 94
2. Derived from passengers from and to other roads, over roads operated by this company	
5. Derived from express	\$5,115 60
6. Derived from mails	6,953 33
7. Total earnings from passenger department	\$463,449 87
8. Derived from local freight on roads operated by this company	\$437,328 09
12. Total earnings from freight department	\$437,328 09
13. Derived from rents for use of road and equipment when leased:	
Miscellaneous earnings	\$9,970 45
Telegraph earnings	2,396 36
Rental earnings	8,703 00
Storage earnings	3,387 25
14. Total transportation earnings	\$925,235 02
15. Earnings per mile of road operated (104 miles)	\$8,896 49
16. Earnings per train mile (total passenger and freight)	1 59
19. Total income derived from all sources	\$925,235 02
The South Pacific Coast Railway Company was leased to the Southern Pacific Company, July 1, 1887; for purposes of comparison, the traffic earnings and operating expenses are shown for the calendar year 1887.	

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

Class I—General traffic expenses.

1. Taxes, State, and local, are held in suspense for 1887.	
2. General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV:	
Expense of Superintendent	\$3,953 31
Office expense	14,529 56
Stationery and printing	5,038 33
Advertising	7,205 57
Miscellaneous expense	141 41
Engineering	114 85
General expense	763 13
Legal expense	6,123 95
Betterments and additions July 1st and December 31st	67,967 50
	\$105,837 61
3. Insurance premiums and losses by fire, and damages for fires set by engines	231 71
4. Telegraph expenses	828 39
5. Total	\$106,897 71
6. Proportion belonging to passenger department	54,998 87
7. Proportion belonging to freight department	51,898 84

Class II.—Maintenance of ways and buildings, and movement expenses.

1. Repairs of road (exclusive of bridges, new rails, and new ties)	\$44,349 69
3. Steel rails laid, deducting old rails taken up. (Number of miles, 1.80; weight per yard, 50 pounds)	3,897 87
4. New ties. (Number, 12,331); cost	3,209 85
5. Repairs of bridges	27,799 82
6. Repairs of all buildings and fixtures (stations and turntables)	3,635 08
7. Repairs of machinery and tools	1,707 86
8. Repairs of fences, road crossings, and signs included in No. 1	2,399 14
10. Repairs of locomotives	13,609 74
12. Repairs of flume	3,706 02
15. Water and water stations	1,157 93
19. Total	\$105,473 00
20. Proportion of same to passenger department	54,265 86
21. Proportion of same to freight department	51,207 14

Class III—Passenger traffic expenses.

1. Repairs of passenger, mail, and baggage cars.....	\$11,146 89
3. Damages and gratuities, passengers and property.....	1,126 80
4. Salaries, wages, and incidentals of passenger trains.....	129,094 62
Salaries, wages, and incidentals of ferries.....	144,334 33
5. Salaries, wages, and incidentals of passenger stations.....	34,086 55
8. Total.....	\$319,789 19

Class IV—Freight traffic expenses.

1. Repairs of freight cars.....	\$14,005 36
Repairs of dump and work cars.....	108 53
3. Damages and gratuities, freight.....	395 70
4. Salaries, wages, and incidentals of freight trains.....	31,410 94
Salaries, wages, and incidentals of ferries.....	20,770 14
5. Salaries, wages, and incidentals of freight stations.....	32,165 24
8. Total.....	\$98,855 91
9. Total expenses of operating the road embraced in Classes I, II, III, and IV.....	\$631,015 81

13. Total expenses..... \$631,015 81
 The South Pacific Coast Railway has no net income, etc.; it is leased to the Southern Pacific Company for the payment of all expenses and fixed charges.

EARNINGS, EXPENSES, NET EARNINGS, ETC., OF PASSENGER DEPARTMENT.

1. Total earnings from Passenger Department, as per "Revenue for the Year," No. 7.....	\$463,449 87
2. Per passenger train mile.....	99
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 6.....	54,998 87
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 20.....	54,265 86
5. Expenses, "Passenger Traffic," as per Class III, No. 8.....	319,789 19
6. Total expenses.....	429,053 92
7. Per passenger train mile.....	92
8. Net earnings.....	34,395 95
9. Per passenger train mile.....	07

RECEIPTS, EXPENSES, NET EARNINGS, ETC., OF FREIGHT DEPARTMENT.

1. Total earnings from Freight Department, as per "Revenue for the Year," No. 12.....	\$437,328 09
2. Per freight train mile.....	3 83
3. Expenses, proportion of "General Traffic Expenses," as per Class I, No. 7.....	51,898 84
4. Expenses, proportion of "Maintenance of Way and Buildings, and Movement Expenses," as per Class II, No. 21.....	51,207 14
5. Expenses, "Freight Traffic," as per Class IV, No. 8.....	98,855 91
6. Total expenses.....	201,961 89
7. Per freight train mile.....	1 77
8. Net earnings.....	235,366 20
9. Per freight train mile.....	2 06

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31, 1887.

Debits.

Cost of road.....	\$11,500,000 00
Total.....	\$11,500,000 00

Credits.

Capital stock.....	\$6,000,000 00
Funded debt.....	5,500,000 00
Total.....	\$11,500,000 00

There are no entries to profit and loss account. The South Pacific Coast Railway Company is leased to the Southern Pacific Company.

DESCRIPTION OF ROAD.

1. Date when the road or portions thereof were opened for public use:	
From Santa Cruz to Felton.—	Oct. 13, 1875.
From Alameda Point to Los Gatos.....	June 1, 1878.
From Los Gatos to Alma.....	Aug. 1, 1878.
From Alma to Wrights.....	May 1, 1879.
From Wrights to Felton.....	May 15, 1880.
From Alameda Point to Twelfth and Webster, Oakland.....	May 30, 1881.
From Newark to Centerville.....	Feb. 18, 1882.
From Alameda Mole to Alameda Point.....	Mar. 15, 1884.
From Felton Junction to Bowlder Creek.....	May 1, 1885.
From Campbells to Almaden.....	June 15, 1886.
From Twelfth and Webster Streets, Oakland, to Fourteenth and Franklin, Oakland.....	Oct. 1, 1886.
2. Length of main line of road from San Francisco to Santa Cruz.....	80.60 miles.
Length of main line in California.....	80.60 miles.
4. Length of double track on main line.....	7.40 miles.
5. Branches owned by the company:	
Alameda Junction to Fourteenth Street at Oakland (double track)....	1.80 miles.
Newark to Centerville.....	3.00 miles.
Campbells to New Almaden.....	9.60 miles.
Felton to Bowlder Creek.....	7.30 miles.
Felton Junction to Old Felton.....	1.70 miles.
6. Total length of branches owned by the company.....	23.40 miles.
7. Total length of branches owned by the company in California.....	23.40 miles.
9. Length of double track on branches.....	1.80 miles.
10. Total length of road belonging to this company.....	104 miles.
11. Aggregate length of siding and other tracks not enumerated above.....	31.50 miles.
12. Same in California.....	31.50 miles.
13. Aggregate length of track belonging to this company computed as single track.....	144.70 miles.
14. Same in California.....	144.70 miles.
15. Total lengths of steel rail in tracks belonging to this company, not including steel top rail.....	38.10 miles.
16. Number of spans of bridges of twenty-five feet and upwards, in California.....	28
17. Number of iron bridges (aggregate length, 213 feet), in California.....	1
18. Number of wooden bridges (aggregate length, 43,020½ feet), in California.....	126
19. Number of crossings of highways at grade, in California.....	298
20. Number of crossings of highways over railroad, in California.....	1
21. Number of crossings of highways under railroad, in California.....	9
24. Number of highway crossings at which gates or flagmen are maintained in California.....	2
25. Number of highway crossings at which electric lights are maintained in California.....	11
26. Number of highway crossings at which there are neither electric lights, gates, nor flagmen, in California.....	295
27. Number of railroad crossings at grade.....	5
Lines of Southern Pacific Company, viz.:	
At Alameda.....	
At First and Webster Streets, Oakland.....	
At Seventh and Webster Streets, Oakland.....	
At Santa Clara.....	
At Santa Cruz.....	

ROADS BELONGING TO OTHER COMPANIES OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

34. Total miles of road operated by this company.....	104
35. Total miles of road operated by this company, in California.....	104
36. Number of stations on all roads operated by this company.....	67
37. Number of stations on all roads owned by this company.....	67
38. Same in California.....	67
39. Miles of telegraph on line of road operated by this company.....	104
40. Miles of telegraph owned by this company.....	104
41. Number of telegraph offices in company stations.....	29
42. Number of telegraph stations operated by this company.....	29
43. Number of telegraph stations operated jointly by railroad and telegraph companies.....	29

ROLLING STOCK.

	No.	Average Weight.
1. Locomotives	21	
Average weight of engines in working order		44,488
Maximum weight of engines in working order	[62,500]	
2. Tenders	21	16,000
Average weight of tenders full of fuel and water		31,000
Maximum weight of tenders full of fuel and water	[38,000]	
Average joint weight of engines and tenders		60,488
3. Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender. [38 feet]		
4. Total length of heaviest engine and tender over all [44 feet]		
6. Passenger cars	74	
Average weight		18,000
Maximum weight	[18,000]	
7. Mail and baggage cars	5	18,000
8. Eight-wheel box freight cars	118	11,600
10. Eight-wheel platform cars	310	8,160
12. Other cars	6	

14. Total number of freight cars, including coal, etc., on a basis of eight wheels	428
15. Number of locomotives equipped with train brakes	21
(Kind of brake: 20 air and 1 hand.)	
16. Number of cars equipped with train brakes	508
(Kind of brake: 78 air and 430 hand.)	
17. Number of passenger cars with Miller platform and buffer	79

MILEAGE, TRAFFIC, ETC.

1. Miles run by passenger trains	469,352
2. Rate of speed of express passenger trains, including stops	22½ miles.
4. Miles run by freight trains	114,225
6. Rate of speed of accommodation freight trains, including stops	8.45 miles.
7. Miles run by other trains, and for what purpose (work and switching) ..	73,055
8. Total train miles run	656,632
9. Total number of passengers carried	2,426,966
10. Total passenger mileage, or passengers carried one mile	26,340,235
11. Passenger mileage to and from other roads:	
Average number of miles traveled by each local passenger	10.85
Average number of miles traveled by each passenger, through and local	10.85
12. Number of tons freight carried	279,684
15. Highest rate of fare per mile for any distance (excluding one mile)	6 cents.
16. Lowest rate of fare per mile for any distance (single fare)	1.47 cents.
20. Average rate of fare per mile for all passengers	1.7 cents.
21. Highest rate of freight per ton per mile for any distance	15 cents.
22. Lowest rate of freight per ton per mile for any distance	1.63 cents.
30. Number of persons regularly employed by company, including officers. 496	
Average monthly pay of employes, other than officers	\$62 60
Average monthly pay of engine drivers	120 00
Average monthly pay of passenger conductors	100 00
Average monthly pay of freight conductors	85 00
Average monthly pay of baggage masters	65 00
Average monthly pay of brakemen, flagmen, and switchmen	60 00
Average monthly pay of section men	45 00
Average monthly pay of mechanics in shops	62 50
Average monthly pay of laborers	50 00

RELATING TO PASSENGERS.

2. Passengers to San Francisco (including ferry)	1,118,747
3. Passengers from San Francisco (including ferry)	1,100,756

LIST OF ACCIDENTS IN CALIFORNIA—JULY 1 TO DECEMBER 31, 1887.

	From causes beyond their own control—in California.		From their own misconduct or carelessness—in California.		Total—in California.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	-----	1	-----	3	-----	4	-----	4
Employés	-----	-----	-----	2	-----	2	-----	2
Others	-----	-----	-----	3	-----	3	-----	3
Totals	-----	1	-----	8	-----	9	-----	9

STATEMENT OF EACH ACCIDENT IN CALIFORNIA.

Date.	Injured	Killed	Cause.	Extent of Injury.
1887.				
July 2.....	1	---	Jumped off train	Elbow dislocated.
August 12....	1	---	Fell under train	Back sprained.
August 13....	1	---	Jumped from train	Slight injury.
September 4..	1	---	Door shut on hand	Thumb and finger mashed.
September 7..	1	---	Struck train scales	Slightly bruised.
November 4..	1	---	Walked off train	Knee bruised.
November 18..	1	---	Walked off train	Slight injury.
November 27..	1	---	Fell from platform	Arm broken.
December 26..	1	---	Jumped off train	Bruised.

12. TABLE A. FUNDED DEBT.

To include all Bonds payable by the Company, except United States Government Bonds.

Character of.	Date.	Due.	In what Money Payable.		Interest.	
			Interest.	Principal.	Rate.	Payable.
S. P. C. R'y -----	July 1, 1887.	July 1, 1937.	U. S. coin..	-----	4	January and July.
Authorized Amount.	Total Issued December 31, 1887.	Accrued Interest.		Amount of Bonds Outstanding December 31, 1887.		
		To December 31, 1887.	During Year.			
\$5,500,000	\$5,500,000	\$110,000	\$110,000	\$5,500,000		
Character of.			Bonds Sold During Year Ending December 31, 1887.			
			Amount of Bonds.		Amount Realized.	
South Pacific Coast Railway -----			\$5,500,000		\$5,500,000	

TABLE C. LENGTH IN MILES OF ROAD AND TRACKS (SINGLE AND DOUBLE), OWNED BY THE COMPANY.

LENGTH OF TRACK DECEMBER 31, 1887.																
State, separately, lengths within and without State. Reduce to single track by adding length of double track.				Single.		' Double.		Length of Roadway—Single and Double Track.		Reduced to Single Track.						
Main Line and Branches.		From.		To.		Iron.	Steel.	Iron.	Steel.	Iron and Steel.	Track.		Siding.	Track and Sidings.		
											Iron.	Steel.		Iron.	Steel. (c)	Iron. (b)	Iron and Steel.
Main line within State—	Alameda Mole	Santa Cruz	41.35	31.85	1.30	6.10	42.65	37.95	80.60	43.95	44.05	25.54	69.49	44.05	113.54	
Oakland branch—	Alameda Junction.	Fourteenth St., Oakland	---	---	1.65	0.15	1.65	0.15	1.89	3.30	0.30	0.19	3.49	00.30	3.79	
Centerville Branch—	Newark	Centerville.	3.00	---	---	---	3.00	---	3.60	3.00	---	0.16	3.16	---	3.16	
Almaden Branch—	Campbells	New Almaden	9.60	---	---	---	9.60	---	9.60	9.60	---	1.75	11.35	---	11.35	
Pescadero Branch—	Felton	Bowlder Creek	7.30	---	---	---	7.30	---	7.30	7.30	---	2.82	10.12	---	10.12	
Old Felton Branch—	Felton Junction.	Old Felton	1.70	---	---	---	1.70	---	1.70	1.70	---	1.04	2.74	---	2.74	
Total on whole road, December 31, 1887				62.95	31.85	2.95	6.25	65.90	38.10	104.00	68.85	44.35	31.50	100.35	44.35	144.70
The length of rail is double the length of single track, columns (b) and (c) above.																
DECEMBER 31, 1887.																
Within the State.																
Length in Miles.																
Length in Miles.																
Length in Miles.																
Length of iron rail																
Length of steel rail																
Total length of iron rail laid during the year																
Total length of iron replaced by steel during the year																
200.70																
88.70																
3.62																
18.40																
200.70																
88.70																
3.62																
18.40																

TABLE F. SALES OF LANDS GRANTED BY UNITED STATES GOVERNMENT.

(No lands granted to South Pacific Coast Railway Company.)

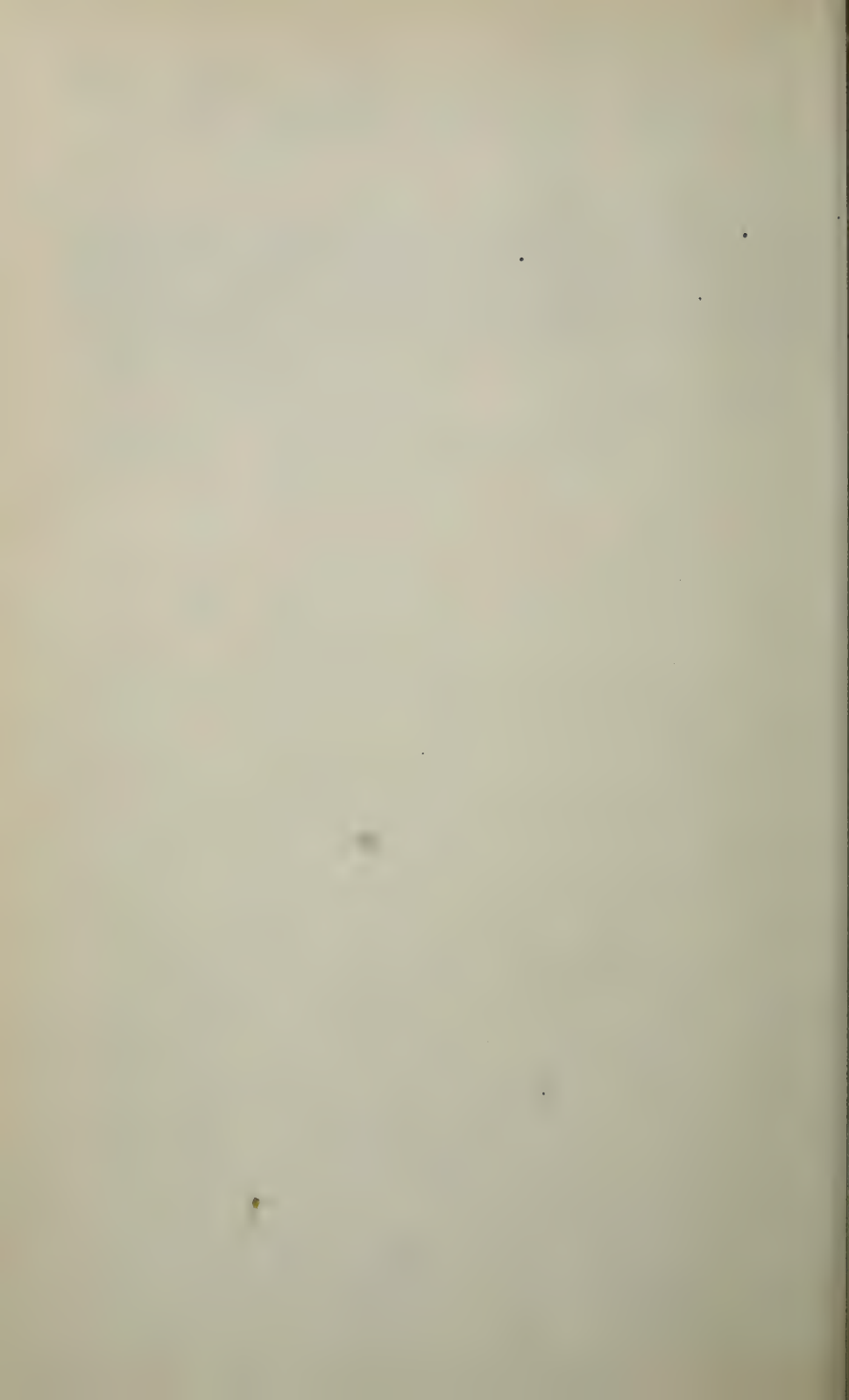
STATE OF CALIFORNIA, }
County of San Francisco. } ss.

Charles F. Crocker, Vice-President of the South Pacific Coast Railway Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say that the statements, tables, and answers contained in the foregoing forty-four sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1887.

CHARLES F. CROCKER,
W. V. HUNTINGTON.

Subscribed and sworn to before me, this eighth day of June, 1888.

E. B. RYAN,
Notary Public in and for the City and County of San Francisco.



EIGHTH ANNUAL REPORT

OF THE

STATE BOARD OF PRISON DIRECTORS

OF THE

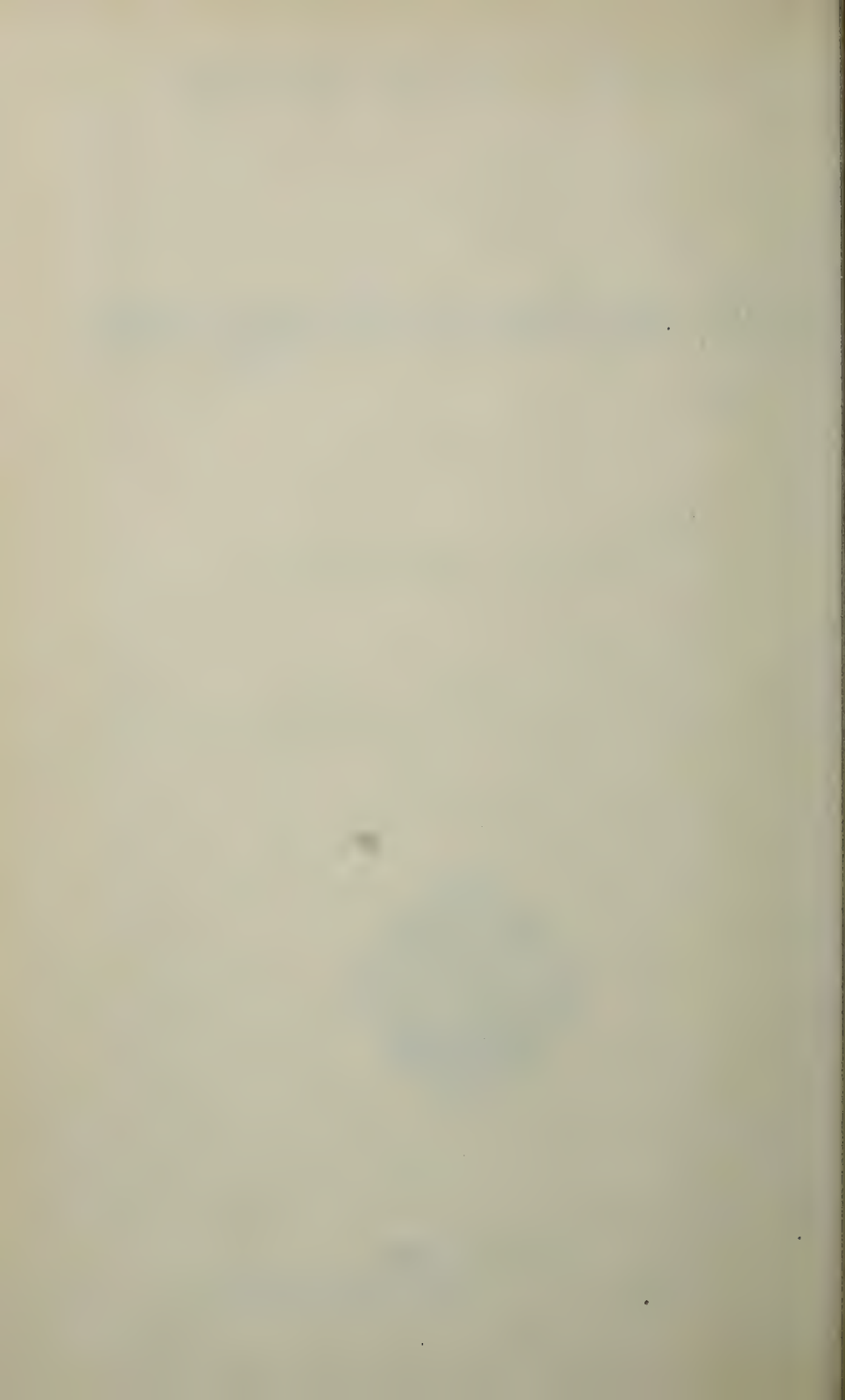
STATE OF CALIFORNIA,

FOR THE THIRTY-EIGHTH FISCAL YEAR, ENDING JUNE 30, 1887.



SACRAMENTO:

STATE OFFICE, : : : J. D. YOUNG, SUPT. STATE PRINTING.
1887.



STATE BOARD OF PRISON DIRECTORS.

JOHN BOGGS	Princeton.
JAMES H. WILKINS	San Rafael.
ROBERT T. DEVLIN	Sacramento.
J. A. FILCHER	Auburn.
CHARLES SONNTAG	San Francisco.

OFFICERS OF THE STATE PRISON AT SAN QUENTIN.

PAUL SHIRLEY	Warden.
GILES G. CRANDALL	Clerk.
GEO. W. THOMAS	Superintendent Manufacturing Departments.
CHAS. AULL	Captain of the Yard and Turnkey.
THOS. B. EAGLE, M.D.	Resident Physician.
E. A. REDDY	Captain of the Guard.

OFFICERS OF THE STATE PRISON AT FOLSOM.

JOHN McCOMB	Warden.
JOHN M. MINER	Clerk.
BENJ. CHAMBERS	Captain of the Guard.
F. C. DURANT, M.D.	Physician.



REPORT.

OCTOBER 17, 1887.

To his Excellency R. W. WATERMAN, Governor of California:

The State Board of Prison Directors herewith submit their annual report for the last fiscal year, together with the reports of the officers of the State Prisons at San Quentin and Folsom.

At San Quentin the principal industry carried on is the manufacture of jute. The mills will readily work into fabrics five thousand bales of four hundred pounds each. The amount required to purchase this quantity of jute is estimated to be between sixty-five and seventy thousand dollars. When the additional jute mill is constructed, it will be necessary to purchase for both mills from ten thousand to eleven thousand bales. The cost of this quantity of jute, the Warden estimates will cost from one hundred and forty thousand to one hundred and fifty thousand dollars. These facts show the necessity of increasing the Jute Revolving Fund to at least one hundred thousand dollars. The Warden in his report explains the necessity for this action.

The Warden's report contains a detailed statement of the quantity of jute goods manufactured. The management of the other departments of the prison at San Quentin is fully explained in Warden Shirley's report and we deem it unnecessary to add anything further on that subject.

At Folsom a great many improvements have been made, a full description of which will be found in the report of Warden McComb. The indebtedness due the National Bank of D. O. Mills & Co., has been paid by the appropriations made by the Legislature at its last session.

The reports of the respective Clerks show the financial transactions of the respective prisons.

We have always endeavored to run the business portion of the prisons on business principles, tending constantly to the strictest economy, and as proof that we have been successful we ask a comparison of the receipts and expenditures of last year with those of previous years. At San Quentin we not only did not exhaust our appropriation but left a large surplus in the treasury unexpended.

A glance at the tables submitted with our report will show that the number of young men who wear the convict's garb is so large as to deserve serious consideration. Penologists universally agree that a State Prison is not the proper place for the incarceration of young criminals.

In this connection we call your attention to the views of Warden G. W. Crossley of the Iowa Penitentiary, who says that youthful criminals should be confined "in an industrial or reform school, save in exceptional cases where such great depravity is shown as to reduce the prospect of reform below the minimum. All prisons contain more or less graduates from reform schools, but, while this is true, it does not follow that it is owing to mismanagement of the institutions. It is the incorrigible criminal young and old that goes back to the prison after discharge, and no system of prison management is adequate to effect a reformation of this class."

At the last session of the Legislature a bill was introduced providing for the establishment of a reform school for boys, but it did not become a law. We believe that an institution of the kind proposed should be established as soon as possible, and trust that when the opportunity is presented you will recommend in your message to the Legislature the establishment of such a school.

Another subject deserving of attention is what aid, if any, should be given to discharged convicts. This matter was very thoroughly examined by the Penological Commission of California. Several States have agencies for aiding discharged convicts. Daniel Russell says of the system in vogue in Massachusetts:

I will say in reply that I am now in my twenty-first year as agent for discharged convicts, acting both for the State of Massachusetts and also for the Massachusetts Society for Discharged Convicts.

The State appropriates yearly \$3,000 to be expended for the benefit of those discharged from State Prison, and \$1,000 for salary of agent, making \$4,000 in all, expenses of office, traveling of agent, and all other expenses of agent while working for the discharged convict, to be paid out of the \$3,000. The Massachusetts society for aiding discharged convicts is supported by contributions from the public collected by the agent; also an occasional legacy or bequest goes into the treasury of the society. The society pays the agent \$100 per month clear of all expenses. I visit the State Prison the last week of every month (oftener if necessary), and have an interview with each one who is to be discharged the following month, become thoroughly acquainted with him if possible, get his early history as far forth as I can, create a confidence between him and me, with the understanding that the confidence he places in me shall be sacred on my part. By that means the right way to deal with each one when they are discharged will begin to show itself, and oftentimes the poor fellow, who has felt that he was entirely forsaken both by God and man, and had never heard the words spoken before in his ear, "I have come to befriend you," looks with astonishment, and feels like another person, and the little spark of manhood there is in him can be brought out in that way, if it is there. When discharged we aid him to get employment, furnish him with tools if he has a trade, board for a week or two while seeking employ, clothing enough for a change, that he need not have to steal to keep clean and decent while looking for work. If he has a home in other parts of the State, or in other States not too far off, we send him to his family or his friends; whatever will benefit him most to *make a man of him*, and lead him into an honest way of earning a living, that we strive to do. What we might have to do to-day for a man is no criterion for the man that we may have to deal with to-morrow. I find as many different phases of character and disposition among the prisoners as I do with men outside of the prison, and have to meet them on that line and act accordingly.

I think there should be but *one* agent for the State, and that the Keeper of each House of Correction in every county should assist every man when discharged from the House of Correction, to the amount of from five to fifteen dollars, and that the expense should be charged to the county expenses, not in *cash*, but in clothing, family stores if he has a family, tools if he needs them, or in any way whereby it will benefit him and enable him to be a better man. That should not apply to an habitual tramp, or an habitual thief, or an habitual drunkard and bummer. The law should be so that the Keeper of a House of Correction and the County Commissioners can use their good judgment and some discretion about it, although, sometimes, I have tried the experiment with some of the worst criminals on earth, and by so doing have brought them up out of their degradation so that they have led honest lives.

You need a great deal of faith, an abundance of patience, a large amount of perseverance, and considerable tact in studying and understanding human nature, to be able to deal with that class of men rightly.

The last Legislature amended the Act governing the State Prisons and provided an agency for discharged convicts, but the bill was vetoed by the Governor. We respectfully ask your Excellency to investigate this subject, as we believe it is a matter to which consideration should be given.

The Penological Commission, in their report on this subject, make the following recommendations:

In this State all that can be done, in our judgment, at the present time, is to provide an agency for aiding discharged convicts. This is the plan adopted in Massachusetts, and the results attained by it have been satisfactory. As to the appointing power, we believe the matter ought to be left to the Board of Prison Directors. They, perhaps, would be better able to form an accurate opinion of the qualifications necessary for the proper performance of the peculiar and difficult duties of an agent, than any other department of

the government. He should be made amenable to them, should hold his position at their pleasure, and should receive a reasonable compensation for his services. It is a position that should not be sought or conferred for the pecuniary rewards attached to it. No man will give satisfaction who will not feel a deep love for his fellow men and a desire to see them live honestly and prosperously. We do not believe that it is necessary to define his duties by statute. A short clause added to one of the sections of the present statute governing the prisons would be sufficient. Such a clause might read: "The Board may appoint an agent for discharged convicts, who shall hold office at their pleasure, and shall perform such duties as the Board may prescribe. He shall receive for his services a salary to be fixed by the Board not exceeding —— dollars per annum, payable monthly from the same fund as the salaries of other officers of the prison. The Board may allow him to expend in the performance of his duties a sum not exceeding \$2,500 per annum, from fund for support of prison. He shall make a monthly report to the Board."

The number of female convicts in this State is not so large as to warrant us now in recommending the appointment of an agent for female discharged convicts, although we believe that a woman should have charge of this branch. It will be well to see how successful the agent for male convicts will be before creating the position of agent for female convicts.

This is a subject that has not attracted the attention it should attract. We believe that we should do at least this much. In the clause quoted the Board have power to change the appointee if the results expected are not attained. We heartily recommend its adoption.

There should be a separate institution for the care of the criminal insane. A prison is not the proper place for their detention, for the reason that they cannot in a penal institution receive the care their condition requires. Neither is an insane asylum a proper place for the detention and care of insane criminals. The Superintendents of the Insane Asylums make strong objections to receiving them. In 1873 Dr. Shurtleff said of insane criminals:

They are generally familiar with all the low slang, mischievous acts, and common vices usually prevalent in the haunts of criminals. Mental disease does not deprive them of these bad attainments, nor wholly destroy their natural characteristics. It seldom changes them for the better, or renders their influence other than pernicious.

The State of New York has taken action in this matter by the establishment of a State Asylum for insane convicts at Auburn.

In our last report we spoke of this matter, and refer to the following language contained therein:

Lastly, but most especially, we need an appropriation for a building for the criminal insane. There is at neither prison proper quarters for the care of these unfortunate wards of the State. This is particularly true of the older prison. As a rule, those who are disordered in mind are disordered in body also. Yet at San Quentin there are no better accommodations for these poor lunatics than a damp, unwholesome, dreary alley, into which the sunshine never comes, and in which exuberant health must soon decay. The law provides that such insane may be sent to either of the two lunatic asylums, but the Resident Physicians have regularly objected to receiving them. Their protests, we must admit, are reasonable. Setting aside the intractability of such patients and the great precautions that must be taken against their escape, it is unjust to the innocent insane that they should be forced to associate with those whose infirmity, as a rule, is the result of their own vices and ancestral debasement. Such an association, we understand, has a most disastrous effect upon the general inmates of the Stockton and Napa Asylums, and we cannot blame the Resident Physicians for endeavoring to limit it. The only remedy lies in the construction of proper quarters, at one or the other prison, where the criminal insane can be cared for somewhat after the manner of civilized and humane usages.

Dr. Thomas B. Eagle, the Resident Physician at San Quentin, has expressed his views on this subject as follows:

First, should there be a separate institution for the care and custody of insane criminals? I am satisfied the criminal insane can have as good care and treatment in a properly conducted penitentiary as is possible to give them in either of the State Asylums, or any that might be built for the purpose. The principal objection to confining the criminal insane in our State Asylums is that they are compelled to mingle more or less with other insane patients, not of the criminal class.

If we had a properly built and conducted asylum connected with one of our State

Prisons for the reception and care of those who had become insane since the commission of the crime charged, I am satisfied that our Criminal Court calendars would be very materially reduced. For such emotional insanity the State Prison Asylum should be the only home, and even if the patients were said to be curable, they should never be released, unless responsible parties become sureties that strict surveillance should be maintained over them as long as they live.

What are the principal causes of insanity among prisoners? Prisoners, like all other human beings, have a composite organization—the physical or bodily and intellectual or mental, each of which acts and reacts on the other, so that any disarrangement of the one must inevitably affect the others. No prisoners, after they have endured confinement for a short period, are freed from some of the influences which predisposed to insanity many of those who enjoy the blessings of liberty. The evil consequences resulting from an excessive indulgence in stimulants, or from the king of evils, the use of opium and other narcotics, are in a great measure counteracted or neutralized by the enforced regimen to which prisoners are subjected in all penal institutions; and they do not suffer from the constant strain and anxiety which the exigencies of life impose on those who are plunged in all the toil and turmoil of business. But, on the other hand, the dull, ceaseless routine and monotony of convict life of those who have well developed muscular systems, such as the well developed muscular system of the hard-working blacksmith, soon shrinks and disappears under the influence of an idle and indolent existence. And in like manner the powers of the brain become enfeebled by disease, gradually producing a morbid condition, and the intellect becomes a total wreck. Here it is especially that the inequality of punishment is plainly shown. To the semi-civilized and uneducated a long imprisonment is nothing terrific or awe-inspiring; they can eat, sleep, drink, and be contented. But to the man of higher intelligence there is something appalling in that drear expanse of dull, never varying existence which awaits him, isolated from all his fellow-men and debarred from all associations with congenial minds, and, more fearful still, the thoughts of that future which awaits him should he once more return to the world—an ex-convict at whom the finger of scorn is pointed. "On this side madness lies." And when the term of imprisonment is for life, what can be more agonizing than the mental torture endured by one who can see no refuge from this long protracted misery but death? There is no emotion which so completely overpowers the human intellect as despair; there is nothing to which the mind of man clings more eagerly and relinquishes with more reluctance than *hope*! Withdraw that, and then truly reason trembles on her throne. Hence it is reasonable to suppose that hopelessness is one of the chief factors in causing insanity among prisoners. If such be the case, it is evident that every means calculated to divert the mind of the prisoner from brooding over his misfortune and to encourage him to hope for a release from his sufferings, will be beneficial to his mental condition. For this reason, if for no other, it would seem advisable that certain changes in the management of penal institutions should be adopted as soon as legislative enactments will permit of them. Let prisoners once understand that the duration of their imprisonment will to a certain extent depend on their own conduct, and a motive will at once be supplied which will exert a powerful stimulus toward preserving both the bodily and mental health; the tasks assigned to them will be performed with more alacrity, and they will become zealous in the discharge of their respective duties. The system of "*paroles*," now in operation in some of the States, presents many features which recommend it strongly to all those who are interested in the question of prison reform; and there are many reasons for believing that such a plan, if adopted, would soon materially lessen the number of criminals, whilst at the same time it would effect a very great saving for the taxpayers of this State. In my opinion there is nothing which would exert a more beneficial influence over the mental condition of prisoners than such a system as that named above, and I earnestly hope that some such measure for the relief of worthy prisoners may be speedily adopted.

The Board of Prison Directors are firmly convinced of the necessity for a separate institution for insane criminals. In the last session of the Legislature, a bill providing for the establishment of an asylum of this character was introduced, and the reasons for the creation of a separate institution were forcibly presented. The Legislature passed the bill, and it failed to become the law only by the failure of the Governor to sign the bill.

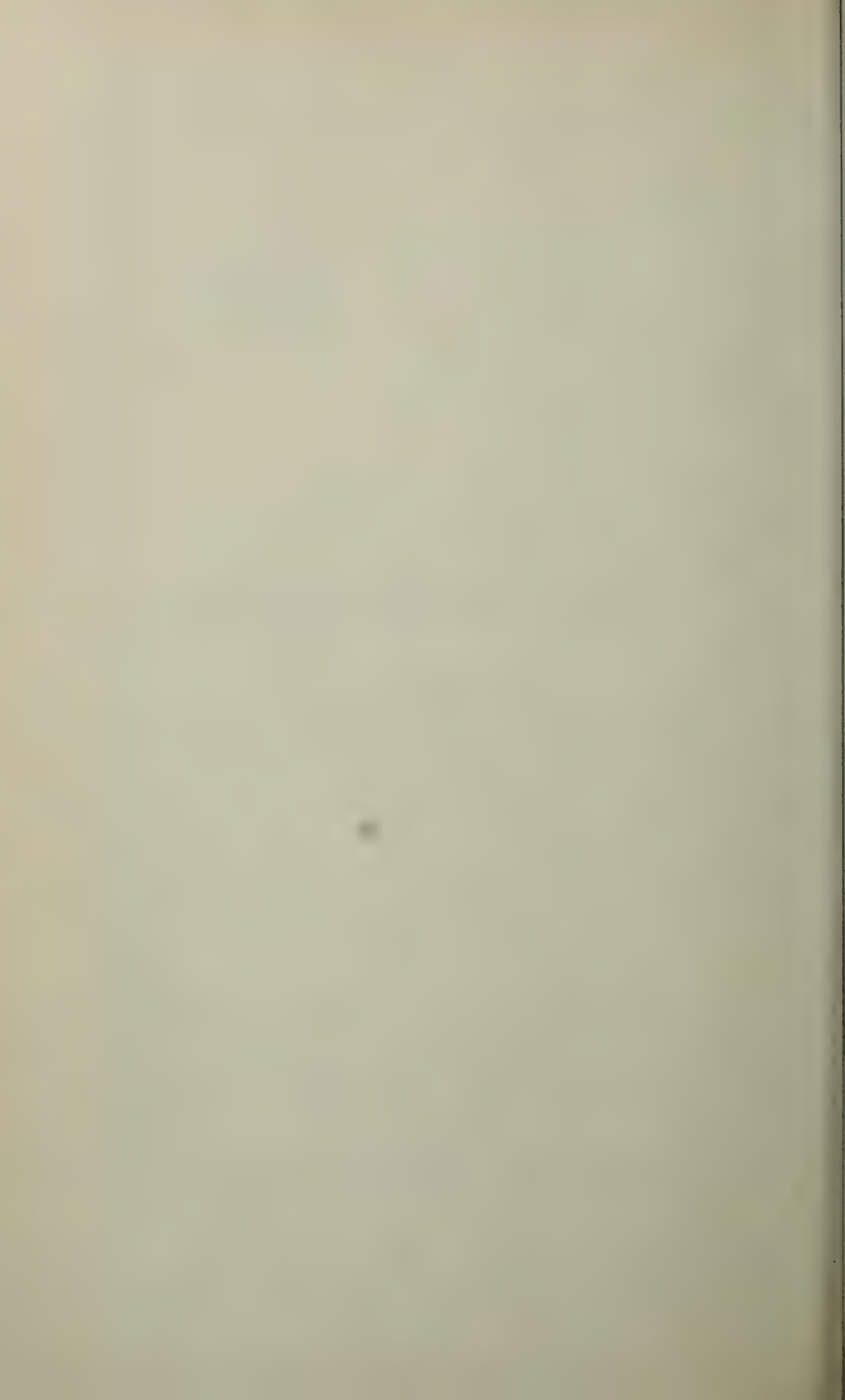
In conclusion, we desire to record our appreciation of the efforts of the various officers of the respective prisons for their fidelity and attention to their duties.

JOHN BOGGS.
JAS. H. WILKINS.
ROBT. T. DEVLIN.
J. A. FILCHER.
CHAS. SONNTAG.

REPORT OF THE WARDEN

OF THE

State Prison at San Quentin, California.



WARDEN'S REPORT.

WARDEN'S OFFICE, CALIFORNIA STATE PRISON, }
SAN QUENTIN, August, 1887. }

The honorable State Board of Prison Directors :

GENTLEMEN: I have the honor herewith to present my annual report as Warden of the State Prison at San Quentin.

It is very gratifying for me to state that the best order and discipline have prevailed amongst the prisoners during the past fiscal year; they have performed the labor assigned them, in the various industrial departments, in the most cheerful manner, and there has been fewer punishments for violation of the rules and regulations, than at any time in the history of the prison, notwithstanding we have as many hardened criminals for the number of prisoners incarcerated here as any penal institution in the United States. We have had but two escapes during this year—both were captured and returned to us.

The most extensive industry in this prison, and the one that has occupied the most of our care and attention, has been the Jute Department, which has given an average daily employment to three hundred and seventy-five prisoners.

This branch of industry was inaugurated with a well grounded hope, in fact a firm belief, that it would prove a great financial success, and ultimately become the only profitable labor the prisoners could be employed at without coming into competition with honest free labor. In a financial point of view, the enterprise was not at times as profitable as expected. This was due to the high price of raw material in India, the limited amount of money in the "Revolving Fund" for the purchase of jute, and the depreciation in the market values of jute fabrics, all of which combined to militate against the enterprise. At the present time, these disadvantages have, to a certain extent, disappeared. Raw jute can be purchased at a reasonable price, and the market for jute fabrics is in a healthy condition; besides, under the present management, the operating cost of the jute mill has been materially reduced, and it appears to me that we have about reached the minimum cost of manufacturing jute goods. The only obstacle now in the way of making this industry a complete success, is the lack of necessary funds for the purchase of our yearly supply of jute. To keep our present mill fully employed during the year, five thousand bales of four hundred pounds each will be required, costing from \$65,000 to \$70,000. This amount should be purchased and shipped from Calcutta per sailing vessels entirely; but as no sailers to San Francisco from that port can be had except three months in the year, the whole annual supply must be shipped during that time, and consequently will arrive here within the space of three months, and just before the grain season commences, when most of our sales are made. Under the law, the "Revolving Fund" available for the purchase of jute, cannot at any time contain more than \$40,000, and as this amount would not be sufficient to pay for a whole year's supply, if it all arrived at one time, we have been compelled every year to order a portion of our supply by steamer, entailing an additional cost on the raw material of about three quarters of a cent per pound, which is the differ-

ence between steamer and sailer freights from Calcutta. Therefore, some means should be devised by your honorable Board, by which we could receive all the jute required per sailing vessels only. In anticipation of the completion of the new building, and placing in position an additional plant of jute machinery by next July or August, six thousand more bales of jute should be purchased, making a total of eleven thousand bales for the old and new mill, costing from \$140,000 to \$150,000. This purchase is imperative, if the present and contemplated new mill is to be kept constantly employed. If the purchase is not made, the new plant must remain idle for a year after its completion, unless at least four thousand bales of the raw material is imported by steamer at an additional expense for freight of \$12,000. The present mill has been in operation during the entire year, with the exception of about fourteen days stoppage for repairs. During the months of March, April, May, and June, 1886, the average yield of the mill was 33.11 per cent in excess of any period since the factory was put in operation. The average output for the past fiscal year has been increased six per cent over the four months above mentioned, and without any material increased cost in manufacture. The following statement shows the operations of the jute department for the fiscal year ending June 30, 1887:

Raw jute on hand July 1, 1886.....	560 bales.
Purchased since.....	5,884
Total.....	6,444
On hand June 30, 1887.....	1,776
Total number of bales.....	4,668
At 400 pounds each.....	1,867,200 pounds.
Less increase in raw jute in process of manufacture June 30, 1887.	45,246 pounds.
Over amount on hand June 30, 1886.....	34,393 10,853
Total number of pounds used during the year.....	1,856,347

Our goods have given general satisfaction, and the demand has been largely in excess of the supply. The appropriation made by the last Legislature of one hundred and sixty thousand dollars, for the purpose of constructing a building and purchasing an additional plant of jute machinery, will ultimately prove a great benefit to the agricultural interests of the State, and every effort should be made to carry out the object intended as speedily as possible. When the machinery is put in operation, it will give employment to all our available prison labor, and the increased output of manufactured fabrics will materially aid in preventing rings and syndicates being formed to advance the price of bags and other goods manufactured from jute, and the employment of all our prisoners in this department, to the exclusion of any other, will prevent competition with free industry, and should silence all opposition to convict labor. Your order directing me to select a suitable location for the proposed mill, to employ an architect, civil engineer, etc., to prepare plans and specifications for the new building, and to communicate with the leading manufacturers in this country and Europe, and ascertain the cost of construction and delivery in San Francisco of the machinery needed, has been complied with. The site selected for the new mill is on the west side and immediately adjoining the present factory. The plans and specifications for the building, the drawings of the machinery for the new, and changes I consider it advisable to make in the old mill, have been completed; all this work has been performed by local talent in my own office, with but a trifling expense to the State. The plans and specifications for the building have been submitted to Messrs. Wright & Sanders, architects of San Francisco, for their examination, and after recommending a few imma-

terial changes, they gave them their approval. The drawings of the machinery were carefully examined by Robert Forsyth, Esq., of the Union Iron Works, who subscribed to their correctness in every detail, and they now await the approval of your honorable body. Advertisements asking for bids, and printed schedule of machinery in detail, have been forwarded to the most extensive and prominent manufacturers of jute machinery in this country and Europe, and their bids will be submitted for your consideration on the twenty-sixth of September.

The Furniture Department has been finally closed. The large stock of lumber and unfinished furniture on hand, necessitated the continuance of labor longer than was anticipated, and it was found impossible to suspend operations sooner, without a serious loss to the State. There is still lumber on hand to the amount of \$3,430 69, a large quantity of unfinished material which was bequeathed to me by former administrations, and could not be worked up without a considerable outlay for lumber, and an extension in time of closing operations in this department, and a large quantity of machinery belonging to the State, costing \$15,789 75. A small portion of the machinery can be used by the jute mill in the manufacturing of shuttles, bobbins, spinning rollers, etc., and should be retained for that purpose. Whether it would be for the interests of the State to retain or sell the balance is a subject for your consideration. The net earnings derived from this industry have amounted to \$2,109 38.

The Door, Sash, and Blind Department has been in operation during the entire year, and upon the same plan as heretofore. The profits derived from this industry, for the number of prisoners employed, is much larger than in any other department of the prison. An order was made by your honorable body, directing me to notify the members of this company to stop work and remove from the prison grounds all the machinery and material belonging to them by September 1, 1887. Every effort has been made by the company to comply with your order, and the large increased monthly output from the factory is evidence of their good faith; but they have found it impossible to work up all the lumber on the ground, and complete the factory building, now being erected in Oakland, within the time stated in your order; and as it has been represented that the demand throughout the State for their manufactured products is greater than the supply, I understand it is their intention to ask for an extension of time, which, under the circumstances, it may not be improper for your honorable Board to grant. The earnings from this department for the year has amounted to \$30,965 86.

The labor in the Brick Department last year consisted in making one kiln containing seven hundred thousand bricks—over fifty thousand of these are pressed—the whole being intended to be used in the construction of the new jute building. We have also one kiln of over eight hundred thousand ready to burn, and are still making brick for a third kiln, all of which we purpose using for building the jute mill, warehouses, and extension to the prison walls. As we have been making brick for State account, and none was disposed of last year, our showing, in a monetary sense, is not very flattering, the profit being only \$223 58, from the sale of brick on hand June 30, 1886. The value of brick on hand June 30, 1887, at cost price, is \$4,241 75.

The old tannery building being in a dilapidated and dangerous condition, was, by order of your honorable Board, taken down, and the brick removed and piled up, to be used in the construction of the proposed prison wall extension.

The admirable sewer system, planned and carried into effect, has proven

as perfect a success as could be devised, and has materially improved the sanitary condition of the prison, and been very beneficial for the health and comfort of every one connected with the institution.

Recapitulation of the net earnings of the manufacturing departments:

Jute Department earnings.....	\$17,240 03
Door and Sash Department earnings.....	30,965 86
Furniture Department earnings.....	2,109 38
Brick Department earnings.....	223 58
Harness.....	33 69
Total	\$50,572 54

Deduct:

Expenses of Engineer's Department	\$2,673 28
Expenses of Foundry Department.....	243 50
	<u>\$2,916 78</u>
Net earnings of manufacturing departments.....	\$47,655 76

I am again compelled to call your attention to the recommendations made to your honorable Board in my last annual report, of the improvements and repairs which I considered necessary to be made for the security and health of the prison, and most respectfully urge upon you the absolute necessity of some immediate action being taken to make the following repairs: The roofs of the cell buildings are old and leaky, and beyond being successfully repaired. They should be removed before the rains commence, and replaced with tin, and will cost the sum of \$12,000. The brick walks around and between the cells buildings are much worn, and as the sun never reaches the alleyways, they are always wet and cold, and detrimental to the health of the prisoners. The brick should be removed, and cement pavements should be laid in their stead, which can be done at an expense of \$2,500. The old hospital building should be completely renovated and changed into quarters for the insane. We could then remove our unfortunate cranks and insane from the cold, damp alleys between the cell buildings to comfortable and safe quarters. On the score of humanity this change should be made as soon as possible; the cost will be \$1,200.

In my judgment it is within the province of your honorable Board to make the *repairs* to the roofs of cell buildings, replace the brick walks with cement pavements, change the old hospital into insane quarters, and such other *repairs* that may be necessary, without asking an appropriation from the Legislature for such purposes, on the score of humanity and the health of the prisoners. I would most respectfully urge your honorable body to have the above repairs made before the rains are upon us.

I beg to hand you herewith the tabulated reports of the Clerk, Captain of the Yard and Turnkey, Resident Physician, and Chaplain.

I take great pleasure in reporting the fidelity and energy manifested by all the officers and employes attached to this institution; they have been untiring in the discharge of their respective duties, and zealous in carrying out the orders of your honorable Board, and in the management of their several departments have shown the utmost sagacity and economy, and by their industry and care have materially aided me in bringing this prison up to its present excellent condition as a penal institution, and by close application to business have made the management a financial success.

I desire to return my thanks for the urbane and courteous treatment, and the confidence manifested towards me by your honorable Board.

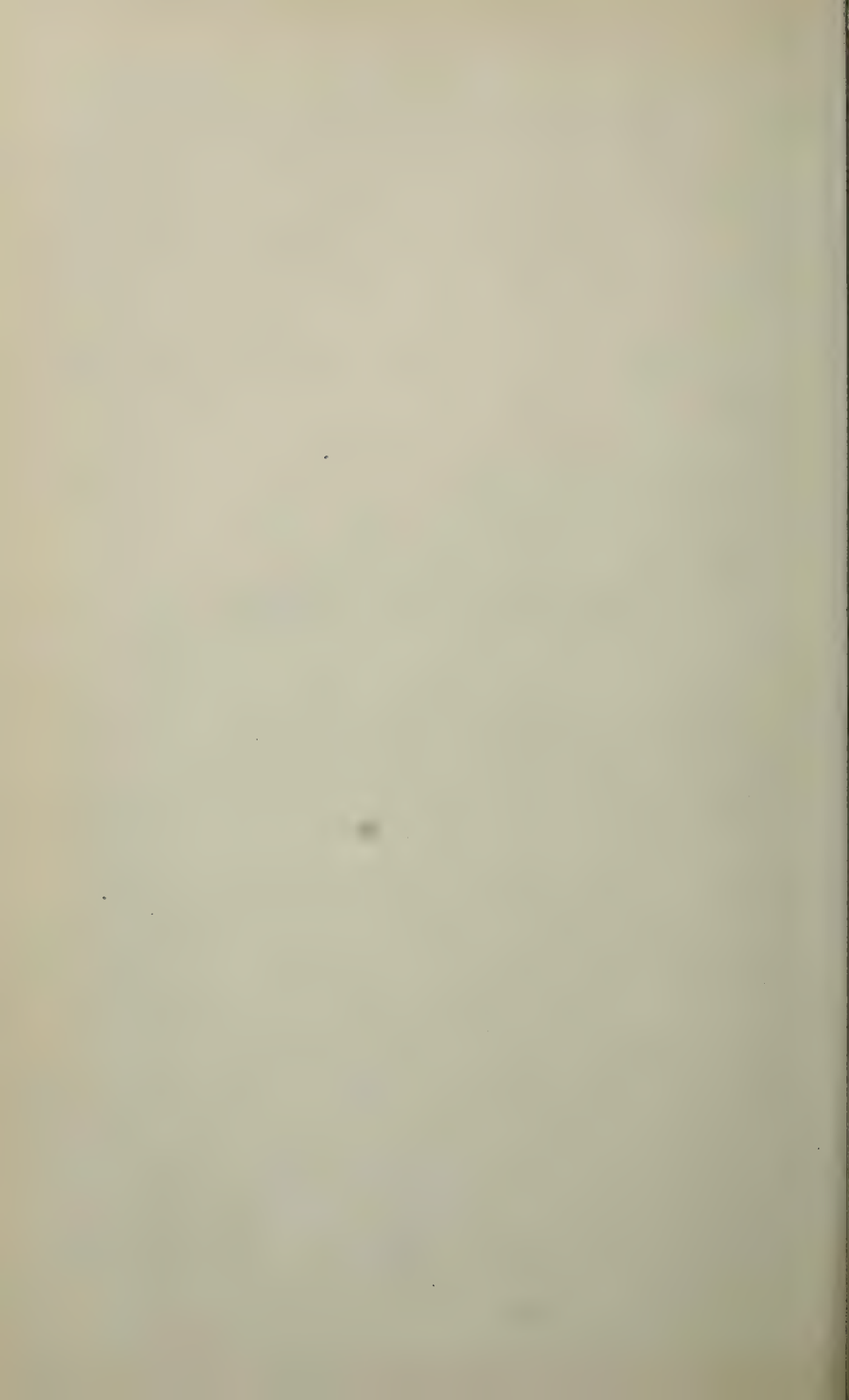
Respectfully,

PAUL SHIRLEY, Warden.

REPORT OF THE CLERK

OF THE

State Prison at San Quentin, California.



CLERK'S REPORT.

CLERK'S OFFICE, CALIFORNIA STATE PRISON, }
SAN QUENTIN, CAL., August 1, 1887. }

Hon. Paul Shirley, Warden State Prison, San Quentin, California:

DEAR SIR: I have the honor to submit herewith tabulated statements showing the financial transactions of this prison during the thirty-eighth fiscal year, ending June 30, 1887.

Very respectfully,

GILES G. CRANDALL, Clerk.

TABLE No. 1.

Cash Receipts of the State Prison at San Quentin during the Thirty-eighth Fiscal Year, ending June 30, 1887.

DATE.	State Treasury General Appropriation.	State Treasury Jute Revolving Fund.	State Treasury State Prison Fund.	United States.	Brick Department.	Door Department.	Foundry Department.	Furniture Department.	Jute Department.
1886—July-----		\$40,000 00			\$450 00	\$2,958 69	\$8 65	\$912 48	\$7,435 94
August-----	\$11,641 08					3,032 18		2,218 92	17,251 19
September-----					48 60	3,557 24	3 60	2,370 48	4,219 60
October-----	11,754 47				250 00	3,259 37		2,158 63	2,042 98
November-----	11,683 89	6,784 00		\$1,007 75	25 50	2,600 92		2,281 88	2,757 25
December-----	9,988 82				304 50	3,359 12		2,010 12	2,087 56
1887—January-----	10,733 70	3,058 49				3,441 37	70	2,545 71	1,188 21
February-----	11,274 57			1,078 00	105 00	3,527 15	6 77	2,332 77	4,407 94
March-----	12,819 44	3,784 44				3,606 75	9 50	2,145 73	20,442 56
April-----	29,476 95	3,682 50				2,295 56	86	2,295 56	15,293 64
May-----	12,349 89	28,400 00	\$7,358 75			3,976 97	1 00	2,085 14	13,729 05
June-----			7,501 00			4,734 24	20	1,749 37	32,863 31
Totals-----	\$121,722 81	\$85,709 43	\$14,859 75	\$2,085 75	\$1,163 60	\$43,406 74	\$32 07	\$25,026 19	\$124,918 33
DATE.	Commissary Department.	Captain of the Yard's Department.	Hospital Department.	Stock Department.	Labor Account.	Board and Rent Account.	Gas and Water Account.	Miscellaneous.	Totals.
Balance on hand June 30, 1886-----									
1886—July-----	\$297 76	\$173 13	\$18 40	\$140 45	\$45 50	\$128 00	\$25 00	\$101 05	\$10,295 77
August-----	322 68	151 55	23 35	152 35	89 75	107 00	26 00	36 56	53,194 15
September-----	459 61	164 92	28 25	212 45	107 00	107 00	26 00	128 50	34,952 61
October-----	515 08	161 89	25 30	204 69	112 50	107 00	26 00		11,432 65
November-----	542 56	176 78	24 85	312 30	153 25	107 00	26 00		20,596 71
December-----	492 16	115 35	23 15	265 72	154 25	107 00	38 99		29,542 96
1887—January-----	553 97	118 89	24 80	249 35	153 25	167 00	39 83	36 72	19,584 16
February-----	597 84	132 37	25 35	198 45	54 25	166 00	36 72		22,281 34
March-----	506 32	114 25	23 00	166 10	37 75	182 70	37 45		23,937 80
April-----	491 72	174 92	20 00	181 10	54 00	186 00	37 36		43,875 99
May-----	483 68	118 45	27 60	152 65	39 50	209 00	34 10		56,217 35
June-----	454 78	146 89	25 85	144 50	34 50	209 65	33 45		68,965 78
Totals-----	\$5,618 16	\$1,749 39	\$289 90	\$2,379 51	\$1,035 50	\$1,783 35	\$445 93	\$302 83	\$442,825 01

TABLE No. 3.

Abstract of Expenses for the Thirty-eighth Fiscal Year.

Advertising		\$176 10
Commissary department		2,312 30
Captain of the Yard's department		17,461 99
Captain of the Guards' department		1,902 88
Hospital department		3,650 95
Library department		208 86
Stock department		1,367 64
Guards' mess	\$7,808 17	
Officers' mess	2,823 43	
Prison mess	35,210 79	
Captain of Yard's mess	1,841 38	
Allowance to officers in lieu of board	2,487 40	
Warden's house	2,448 20	
Salaries		52,619 37
State Prison Directors' expense		57,944 23
General expense		2,558 65
General repairs		1,864 32
Warden's office		2,682 61
Clerk's office		358 78
Gas		221 18
Water		2,364 37
Escaped prisoners	\$148 00	8,236 15
Discharged prisoners	1,407 10	
Transportation of prisoners	1,036 25	
Transportation of insane prisoners	200 85	
		2,792 20
Total expenses for the year		\$158,722 58

TABLE No. 4.

Cost of Maintaining Prisoners Per Head.

Average number for the year, 1,218.1. Total cost	\$158,722 58
Average cost per head per month	10 86
Average cost per head per day	35.7

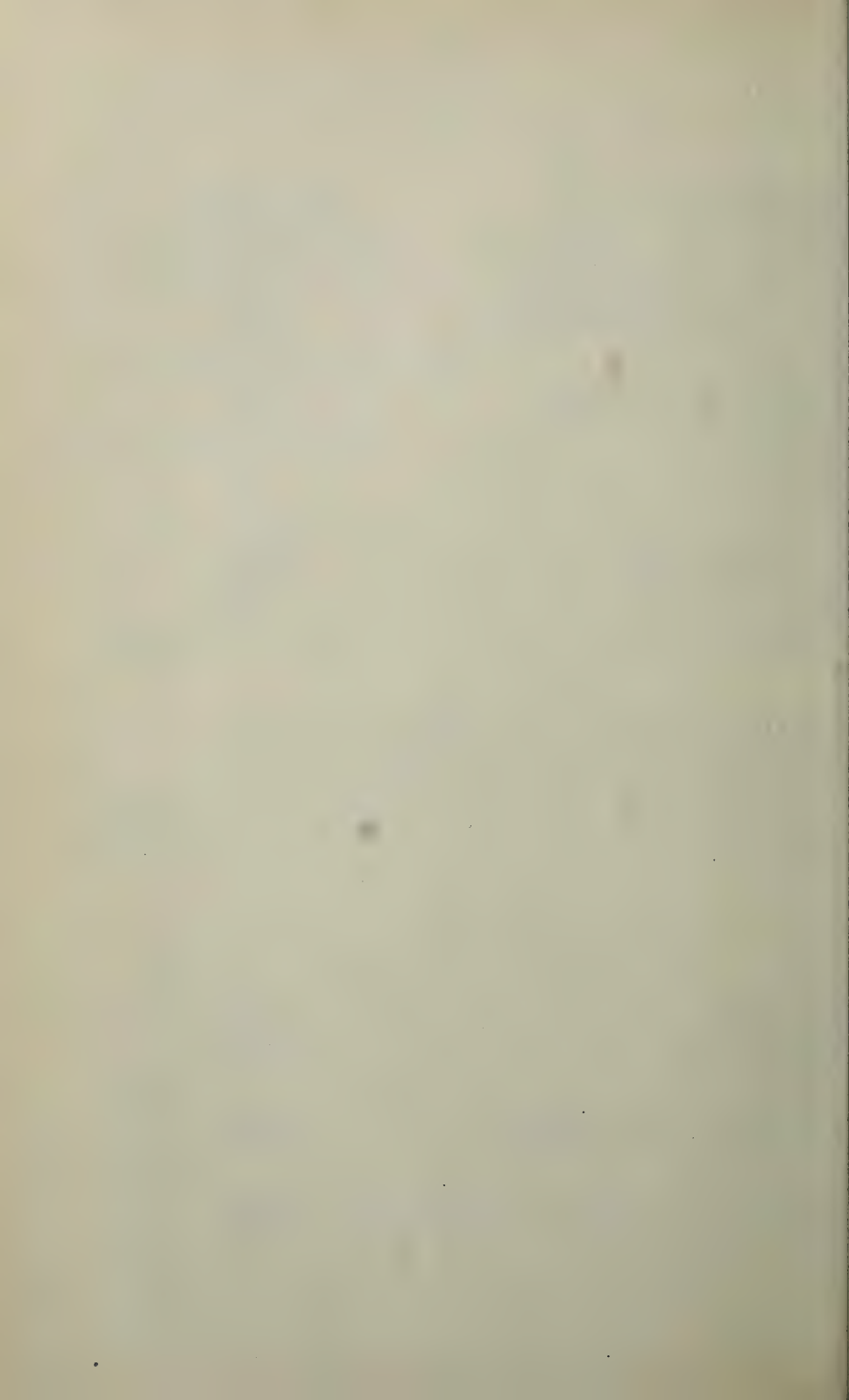
TABLE No. 5.

<i>Assets.</i>		
Buildings, gas and water mains	\$446,000 00	
Real estate and improvements	41,078 50	
Reservoirs	31,278 55	
Engineer's department, machinery	35,250 00	
Engineer's department, stock and material	609 85	
Jute department, factory and equipment	245,924 10	
Jute department, stock and material	38,648 81	
Furniture department, machinery	15,789 75	
Furniture department, stock and material	14,699 53	
Brick department	4,241 75	
Foundry department	6,884 16	
Commissary department	2,826 92	
Captain of the Yard's department	21,319 34	
Captain of the Guards' department	8,391 25	
Hospital department	1,158 71	
Library department	902 35	
Stock department	8,801 95	
Warden's office	498 00	
Clerk's office	390 00	
Warden's house	3,064 19	
		\$927,757 71
Due from the United States	\$2,655 95	
Due from sundry debtors	16,303 75	
Cash in "Jute Revolving Fund"	13,423 50	
Cash in "State Prison Fund"	45,352 64	
Cash balance on hand	853 68	
		78,589 52
Total assets June 30, 1887		\$1,006,347 23
<i>Liabilities.</i>		
Unpaid bills for merchandise, material, etc., months of May and June	\$25,889 08	
Unpaid wages of department employés, month of June	2,585 50	
Unpaid salaries of officers and guards, month of June	5,085 00	
		33,559 58
Total liabilities June 30, 1887		
Excess of assets		\$972,787 65

TABLE No. 6.

Earnings for the Thirty-eighth Fiscal Year.

Brick department	\$223 58	
Door department	30,965 86	
Furniture department	2,109 38	
Jute department	17,240 03	
Harness department	33 69	
Total		\$50,572 54
Deduct expense of Engineer's department	\$2,673 28	
Deduct expense of foundry department	243 50	
		2,916 78
Net earnings of manufacturing departments		\$47,655 76
Support of United States prisoners	\$3,426 00	
Extra labor	1,077 00	
		4,503 00
Total earnings for the year		\$52,158 76



REPORT OF THE CAPTAIN OF THE YARD AND TURNKEY

OF THE

State Prison at San Quentin, California.



REPORT OF THE COMMISSIONER OF THE BUREAU OF INDUSTRIAL

Washington, D.C. 1907

To His Excellency, President William Howard Taft

Transmitted herewith, pursuant to an act of Congress, approved August 10, 1906, is a report of the Commissioner of the Bureau of Industrial Hygiene, covering the year ending June 30, 1907.

Respectfully,

CHARLES A. WELCH

Commissioner of the Bureau of Industrial Hygiene

TABLE No. 2.
Recapitulation of Received and Discharged Prisoners, from July 1, 1886, to July 1, 1887.

MONTHS.	Daily Average of Prisoners for each and every Month. Also, Daily Average for the Fiscal Year ending June 30, 1887.						
	Months.						Number.
1886—July.....	22	1	21	35	1	21	1,237.1
August.....	35	—	35	—	—	35	1,227.9
September.....	30	—	27	1	—	27	1,220.7
October.....	34	2	33	—	—	33	1,228.9
November.....	24	1	23	—	—	23	1,218.5
December.....	28	—	26	1	—	26	1,215.5
1887—January.....	39	—	37	1	—	37	1,193.3
February.....	43	—	43	—	—	43	1,195.8
March.....	47	—	46	1	—	46	1,195.2
April.....	42	1	40	—	—	40	1,205.8
May.....	43	1	41	—	—	41	1,218.4
June.....	31	—	29	—	—	29	1,221.3
Totals.....	418	6	401	2	4	401	1,214.9
Total Received.....	418	6	401	2	4	401	
Governor's Warrant.....	1	—	—	—	—	—	
Transferred from Folsom Prison.....	2	—	—	—	—	—	
Escapes Returned.....	2	—	—	—	—	—	
United States Prisoners.....	4	—	—	—	—	—	
Returned Convict Witnesses.....	6	—	—	—	—	—	
By Commitment.....	401	—	—	—	—	—	
Returned from Insane Asylums.....	2	—	—	—	—	—	

TABLE No. 2—Continued.

MONTHS.													Totals
	1886—July	August	September	October	November	December	1887—January	February	March	April	May	June	
Discharged per Act and Re-stored	18	21	15	20	20	20	18	29	21	20	16	18	235
Discharged per Act	12	4	6	3	7	3	11	13	12	6	7	10	94
Committed Suicide	—	—	—	—	1	—	—	—	—	—	—	—	1
United States Prisoners	—	—	—	—	—	—	1	2	2	3	1	—	9
Pardoned by the Governor	1	4	—	5	9	9	4	—	—	—	1	—	33
Taken Out on a Certificate of Probable Cause	—	—	—	—	1	—	—	—	—	1	—	—	2
Commutd by the Governor	1	—	3	—	—	2	1	—	—	—	—	—	7
Transferred to Folsom Prison	—	—	—	—	—	1	—	—	—	—	—	—	1
Pardoned by the President	—	—	—	—	—	—	—	—	1	—	—	—	1
Died	3	6	4	1	2	3	2	1	3	1	2	2	30
Taken Out for a New Trial	1	—	—	—	—	—	—	—	1	—	—	—	2
Taken Out as a Witness	1	—	1	—	—	—	1	1	2	—	—	—	7
Removed to Insane Asylum	—	—	6	—	—	—	1	3	1	1	1	4	19
Taken Out for Trial on Additional Charge	—	—	—	—	—	—	1	1	—	—	—	—	1
Escaped	—	2	—	—	—	—	—	—	—	—	—	—	2
Total Discharged	36	38	35	29	39	41	42	49	40	32	32	32	445

TABLE No. 2—Continued.

Recapitulation of Received and Discharged Prisoners, from July 1, 1886, to July 1, 1887.

Number of prisoners on hand June 30, 1886.....		1,247
Received from July 1, 1886, to July 1, 1887.....		418
Total.....		1,665
Discharged per Act and restored.....	236	
Discharged per Act.....	94	
Pardoned by the Governor.....	33	
Commutated by the Governor.....	7	
Pardoned by the President.....	1	
Died in the Prison Hospital.....	30	
Committed suicide.....	1	
Transferred to Folsom Prison, by order of the State Board of Prison Directors.....	1	
United States prisoners discharged, by order of United States Commissioner.....	9	
Taken out on certificate of probable cause.....	2	
Taken out for a new trial.....	2	
Taken out as witnesses.....	7	
Removed to insane asylums.....	19	
Taken out for trial on additional charge.....	1	
Escaped.....	2	
		445
Number of prisoners on hand June 30, 1887.....		1,220
Decrease for the fiscal year.....		27

NOTE.—Of the two (2) escapes noted above, one was recaptured and returned, and the other was returned to the prison under new commitments for crimes committed while an escape.

TABLE No. 3.
Nativity of Prisoners.

NATIVITY.	Number.	Per Cent.	NATIVITY.	Number.	Per Cent.
<i>United States and Territories.</i>			<i>Foreign.</i>		
Alabama	1	.08	At sea	1	.08
Arkansas	6	.49	Austria	8	.65
Arizona Territory	2	.16	Australia	12	.98
California	170	13.87	Belgium	1	.08
Connecticut	2	.16	Central America	1	.08
District of Columbia	2	.16	China	137	11.22
Florida	1	.08	Canada	47	3.82
Georgia	1	.08	Chili	7	.57
Illinois	28	2.30	Denmark	6	.49
Indiana	13	1.06	England	50	4.00
Iowa	9	.73	France	17	1.38
Kansas	8	.65	Finland	2	.16
Kentucky	13	1.05	Germany	60	4.91
Louisiana	5	.41	Ireland	95	7.69
Maine	12	.98	Italy	9	.73
Maryland	13	1.05	Mexico	74	6.06
Massachusetts	51	4.18	Nova Scotia	11	.90
Mississippi	5	.41	New Brunswick	1	.08
Michigan	10	.82	Peru	1	.08
Missouri	48	3.92	Portugal	2	.16
Nevada	1	.08	Russia	2	.16
New Hampshire	3	.24	Spain	3	.24
New York	129	10.57	Sweden and Norway	14	1.43
New Jersey	3	.24	Switzerland	8	.65
New Mexico	3	.24	Scotland	14	1.43
North Carolina	2	.16	Sandwich Islands	1	.08
Nebraska	1	.08	Wales	3	.24
Ohio	19	1.54	West Indies	2	.16
Oregon	7	.57			
Pennsylvania	32	2.62			
Rhode Island	4	.32			
South Carolina	2	.16			
Tennessee	5	.41			
Texas	6	.49			
Vermont	3	.24			
Virginia	2	.16			
West Virginia	2	.16			
Wisconsin	7	.57			
Total	631	51.49	Total	589	48.51
			Grand total	1,220	100.00

TABLE No. 4.
Classification of Crime.

CRIME.	Number.	CRIME.	Number.
Arson	3	Forgery	39
Arson, first degree	1	Felony	42
Arson, second degree	7	Grand larceny	201
Arson and burglary	1	Grand larceny and prior	15
Abduction for purposes of prostitu- tion	1	Grand larceny and assault to mur- der	1
Assault to murder	58	Incest	1
Assault to murder and prior	3	Jail-breaking	1
Assault to murder and burglary	1	Kidnaping	2
Assault to rape	15	Mayhem	2
Assault to rape and prior	1	Mayhem and assault with deadly weapon	1
Assault to rob	17	Manslaughter	47
Assault to rob and prior	2	Murder	10
Assault to do great bodily injury	1	Murder, first degree	90
Assault with a deadly weapon	33	Murder, second degree	88
Attempt at grand larceny	1	Perjury	9
Attempt at burglary	6	Petit larceny and prior	18
Bigamy	1	Rape	12
Buggery	7	Robbery	95
Burglary	46	Robbery and prior	7
Burglary, first degree	138	Robbery and assault to murder	1
Burglary, second degree	164	Robbery and assault with deadly weapon	1
Burglary and prior	16	Robbery and burglary	1
Burglary and grand larceny	3		
Counterfeiting	2		
Embezzlement	7		
Embezzlement and prior	1	Total	1,220

TABLE No. 5.
Terms of Imprisonment.

TERM.	Number.	TERM.	Number.
One half year	3	Twelve and one half years	1
Two thirds of a year	2	Thirteen years	9
One year	73	Fourteen years	20
One and one sixth years	4	Fifteen years	41
One and one half years	28	Fifteen and one half years	1
Two years	95	Sixteen years	3
Two and one third years	1	Seventeen years	5
Two and one half years	24	Eighteen years	5
Two and three quarters years	1	Twenty years	29
Three years	115	Twenty-one years	5
Three and one quarter years	2	Twenty-two years	1
Three and one half years	10	Twenty-three years	1
Four years	78	Twenty-four years	4
Four and one half years	2	Twenty-five years	13
Five years	177	Twenty-eight years	2
Five and one half years	2	Twenty-nine years	1
Six years	56	Thirty years	3
Six and one half years	3	Thirty-two years	1
Seven years	66	Thirty-five years	2
Seven and one half years	1	Thirty-six years	1
Eight years	43	Forty years	5
Eight and one half years	2	Fifty years	3
Nine years	12	Life	131
Ten years	112		
Eleven years	6	Total	1,220
Twelve years	15		

TABLE No. 6.
Ages of Prisoners.

AGE.	Number.	AGE.	Number.
Twelve years	1	Forty-one years	60
Thirteen years	1	Forty-two years	49
Fourteen years	3	Forty-three years	25
Fifteen years	3	Forty-four years	20
Sixteen years	11	Forty-five years	23
Seventeen years	20	Forty-six years	13
Eighteen years	25	Forty-seven years	16
Nineteen years	50	Forty-eight years	12
Twenty years	40	Forty-nine years	15
Twenty-one years	26	Fifty years	10
Twenty-two years	13	Fifty-one years	8
Twenty-three years	42	Fifty-two years	10
Twenty-four years	24	Fifty-three years	4
Twenty-five years	31	Fifty-four years	5
Twenty-six years	38	Fifty-five years	1
Twenty-seven years	58	Fifty-six years	5
Twenty-eight years	30	Fifty-seven years	1
Twenty-nine years	52	Fifty-eight years	9
Thirty years	48	Fifty-nine years	4
Thirty-one years	66	Sixty years	4
Thirty-two years	34	Sixty-two years	1
Thirty-three years	36	Sixty-three years	1
Thirty-four years	38	Sixty-seven years	1
Thirty-five years	54	Seventy-one years	1
Thirty-six years	40	Seventy-four years	1
Thirty-seven years	40	Seventy-seven years	1
Thirty-eight years	36	Eighty years	1
Thirty-nine years	34		
Forty years	25	Total	1,220

TABLE No. 6—Continued.

Educational Abilities of Prisoners.

Read and write	808
Read and cannot write	77
Neither read nor write	335
Total	1,220

TABLE No. 7.

Number of Prisoners from each County.

COUNTY.	Number.	Per Cent.	COUNTY.	Number.	Per Cent.
Alameda.....	58	4.75	San Benito.....	6	.49
Amador.....	8	.66	San Bernardino.....	68	5.58
Butte.....	15	1.23	San Diego.....	29	2.38
Calaveras.....	11	.90	San Francisco.....	314	25.74
Colusa.....	6	.49	San Joaquin.....	46	3.77
Contra Costa.....	24	1.96	San Luis Obispo.....	6	.49
Del Norte.....	3	.24	San Mateo.....	8	.66
El Dorado.....	2	.16	Santa Barbara.....	17	1.39
Fresno.....	35	2.87	Santa Clara.....	72	5.90
Humboldt.....	21	1.72	Santa Cruz.....	2	.16
Inyo.....	3	.25	Shasta.....	29	2.37
Kern.....	28	2.30	Sierra.....	11	.90
Lake.....	9	.74	Siskiyou.....	11	.90
Los Angeles.....	107	8.77	Solano.....	11	.90
Marin.....	9	.74	Sonoma.....	30	2.46
Mendocino.....	14	1.15	Stanislaus.....	16	1.31
Mariposa.....	8	.66	Tehama.....	14	1.15
Merced.....	26	2.13	Trinity.....	2	.16
Mono.....	3	.25	Tulare.....	18	1.48
Monterey.....	22	1.80	Tuolumne.....	12	.98
Modoc.....	4	.33	Ventura.....	10	.82
Nevada.....	16	1.31	Yolo.....	3	.25
Napa.....	13	1.07	Yuba.....	1	.08
Placer.....	17	1.39			
Plumas.....	3	.25			
Sacramento.....	19	1.56	Totals.....	1,220	100.00

TABLE No. 7—Continued.

Number of Terms.

Prisoners serving their first term.....	978
Prisoners serving their second term.....	147
Prisoners serving their third term.....	55
Prisoners serving their fourth term.....	23
Prisoners serving their fifth term.....	7
Prisoners serving their sixth term.....	5
Prisoners serving their seventh term.....	3
Prisoners serving their eighth term.....	2
Total.....	1,220

TABLE No. 8.
Occupation of Prisoners when Received.

OCCUPATION.	Number.	OCCUPATION.	Number.
Amalgamator	1	Hackman	1
Baker	9	Ironer	7
Bookkeeper	7	Iron worker	1
Barkeeper	10	Interpreter	1
Barber	26	Laborer	376
Blacksmith	18	Lawyer	1
Butcher	15	Moulder	3
Brick mason	4	Miner	25
Broom-maker	2	Machinist	15
Boiler-maker	5	Mattress-maker	1
Brakesman	7	Millwright	2
Bolt-cutter	1	Printer	13
Button-maker	1	Plumber	2
Box-maker	1	Painter	22
Block-maker	1	Physician	3
Brewer	3	Porter	1
Bookbinder	1	Photograph painter	1
Brick-maker	2	Polisher	1
Cook	84	Piano-maker	1
Carver	4	Quarryman	2
Carpenter	32	Railroad employé	6
Cigar-maker	24	Roller	1
Clerk	13	Ship carpenter	4
Cabinet-maker	6	Sash-maker	3
Cooper	2	Sailor	34
Chair-maker	2	Servant	2
Coach-driver	1	Stonecutter	4
Carriage-maker	1	Salesman	1
Cracker-maker	1	Shoe-maker	27
Domestic	18	Sail-maker	1
Dairyman	3	Schoolmaster	1
Druggist	2	Steward	1
Driller	1	Stevedore	6
Dyer	1	Spinner	1
Dentist	1	Sticker and planer	1
Engineer	14	Stage driver	1
Electrician	1	Seamstress	1
Farmer	60	Soldier	1
Fisherman	8	Teamster	31
Fireman	7	Tailor	10
Furniture polisher	1	Tinsmith	6
Foundryman	4	Tanner	2
Filer and sawyer	2	Tobacconist	1
Gardener	4	Upholsterer	2
Gasfitter	3	Vaquero	37
Glove-maker	1	Washman	73
Harness-maker	15	Weaver	2
Hostler	22	Wheelwright	1
Herder	3	Waiter	17
Horseshoer	3	Washerwoman	1
Hatter	1	Watch-maker	1
Housewife	1		
Housekeeper	1	Total	1,220

TABLE No. 9.
Statement of Clothing, Etc., Issued from July 1, 1886, to July 1, 1887.

DATE.	Woolen Pants	Woolen Shirts	Hickory Shirts	White Shirts and Collars	Convict Shoes	Citizen Shoes	Hats	Blankets	Beds	Boots and Shoes to order	Repairs	Flour Sacks	Brooms	Women's Shoes	Women's Dress Goods and Trimmings, yards
1886—July	146	136	43	—	147	47	134	28	48	9½	47	171	85	26	84
August	225	227	19	4	148	36	108	40	64	12	40	179	75	—	48
September	190	180	17	—	126	29	103	48	77	5	38	164	87	—	—
October	241	216	23	—	196	38	139	53	79	12	49	98	77	—	171½
November	167	153	4	6	114	42	94	42	76	6	55	170	83	—	—
December	125	118	13	4	83	30	76	45	79	11	54	134	78	19	—
1887—January	214	198	20	—	165	36	130	66	76	9½	55	169	84	—	—
February	211	187	17	—	134	58	118	74	90	5½	—	221	77	—	—
March	223	220	22	4	118	39	89	73	73	14	63	150	75	—	—
April	271	239	15	—	142	35	75	72	89	5	52	150	79	—	—
May	217	186	17	—	141	30	59	55	98	5	71	150	80	—	—
June	129	116	14	4	86	29	73	56	81	4½	59	234	76	—	—
Totals	2,359	2,176	224	26	1,000	449	1,198	652	930	99	583	1,990	956	45	303½

TABLE No. 9—Continued.

DATE;	Muslin, yards	Sheets	Pillow Cases	Flannel, yards	Colored Shirts	White Ducking, yards	Ladies' Hose, pairs	Lamp Chimneys	Undershirts	Drawers	Socks	Issued to Prisoners upon their Discharge from the Prison.		
												Coats.	Vests.	Pants.
1886—July	105			70	1		14	20	78	88	192	14	14	16
August	60			30	3		10		55	56	214	9	7	11
September				10					97	90	475	11	13	15
October								27	86	80	236	18	18	21
November			2				54	101	124	135	356	16	14	14
December	88	4	2	189½	2				294	303	482	16	12	13
1887—January	26						26		482	516	430	16	15	17
February	120								220	221	308	25	29	28
March	20	2							198	205	232	14	11	12
April									173	181	232	13	8	13
May									110	110	157	15	10	13
June							48		89	101	149	10	10	14
Totals	419	6	4	299½	6		152	148	2,016	2,086	3,463	177	161	187

Clothing, Etc., Manufactured in Female Department.

Woolen pants	2,389
Woolen shirts	2,159
Hickory shirts	229
Undershirts	2,103
Drawers	2,149
Tablecloths	161
Sheets	193
Pillow cases	103
Table napkins	301

TABLE No. 10.

Employment and Labor Report for the Fiscal Year ending June 30, 1887.

NATURE OF LABOR.	Days Labor.	NATURE OF LABOR.	Days Labor.
Chair department	20,578	Bath tank tender	328
Door department	52,674 $\frac{1}{2}$	Gate tenders	3,857
Jute department	107,915	House servants	13,888
Tannery department	304	Scavengers	4,019
Engineer department	5,978	Sweepers	11,302
Foundry department	4,009	Hospital nurses	2,205
Commissary department	3,273	Whitewashers	1,855
Female department	7,549	Coal yard	365
Captain Guards' department	2,286	Road gang	1,535
Laundry department	10,701	Stables	7,570
Harness department	46	Captain Guards' office	1,094
Library department	1,420	Warden's office	1,405
Wheelwright shop	854	Clerk's office	540
Beltmaker shop	304	Turnkey's office	1,459
Blacksmith shop	1,183	Stevedores' "hoodoo"	9,644
Locksmith shop	294	Block pile	1,224
Upholsterer shop	686	Rock pile	2,092
Carpenter shop	1,550	Lumbermen (door)	2,154
Plumber shop	654	Permanent improvements	2,481 $\frac{1}{2}$
Cooper shop	299	General repairs	2,746
Tailor shop	3,712	Brickyard	6,322
Barber shop	3,213	Lamplighter	357
Paint shop	1,053		
Shoe shop	4,217	Total days labor for year	356,368
Tin shop	1,004		
General kitchen	18,668	LOST LABOR.	
Hospital kitchen	2,559	Patients in hospital	6,407
Outside kitchen	5,828	Cripples and imbeciles	13,656
Vegetable garden	3,341	Unassigned	1,199 $\frac{1}{2}$
Flower garden	2,305	Daily excuses	10,211 $\frac{1}{2}$
Chicken ranch	493	Dungeon, etc.	
Dairy ranch	1,094		
Hog ranch	365	Total days lost labor for year	31,474
Cell and room tenders	7,516		

TABLE No. 10—Continued.

Showing the number of Convicts assigned to the various Departments, etc., of the Prison, at the close of the Fiscal Year ending June 30, 1887.

DEPARTMENTS.	Number.	DEPARTMENTS.	Number.
Chair department	42	Dairy ranch	3
Door department	201	Hog ranch	1
Jute department	386	Cell and room tenders	20
Engineer department	19	Bath tank tender	1
Foundry department	12	Gate tenders	11
Commissary department	9	House servants	41
Female department	21	Scavengers	12
Captain Guards' department	7	Sweepers	38
Laundry department	32	Hospital nurses	6
Library department	4	Whitewashers	8
Wheelwright shop	2	Coal yard	1
Beltmaker shop	1	Stables	23
Blacksmith shop	4	Captain Guards' office	3
Locksmith shop	1	Warden's office	4
Upholsterer shop	3	Clerk's office	1
Carpenter shop	6	Turnkey's office	4
Plumber shop	2	Stevedores' "hoodoo"	19
Cooper shop	1	Block pile	4
Tailor shop	12	Lumbermen (door)	2
Barber shop	9	Permanent improvements	4
Paint shop	3	General repairs	28
Shoe shop	13	Brickyard	53
Tin shop	3	Lamplighter	1
General kitchen	48	Patients in hospital	7
Hospital kitchen	7	Cripples and imbeciles	43
Outside kitchen	15	Unassigned	3
Vegetable garden	8		
Flower garden	7		
Chicken ranch	1		
	3	Total number of prisoners on hand June 30, 1887	1,220

TABLE No. 11.

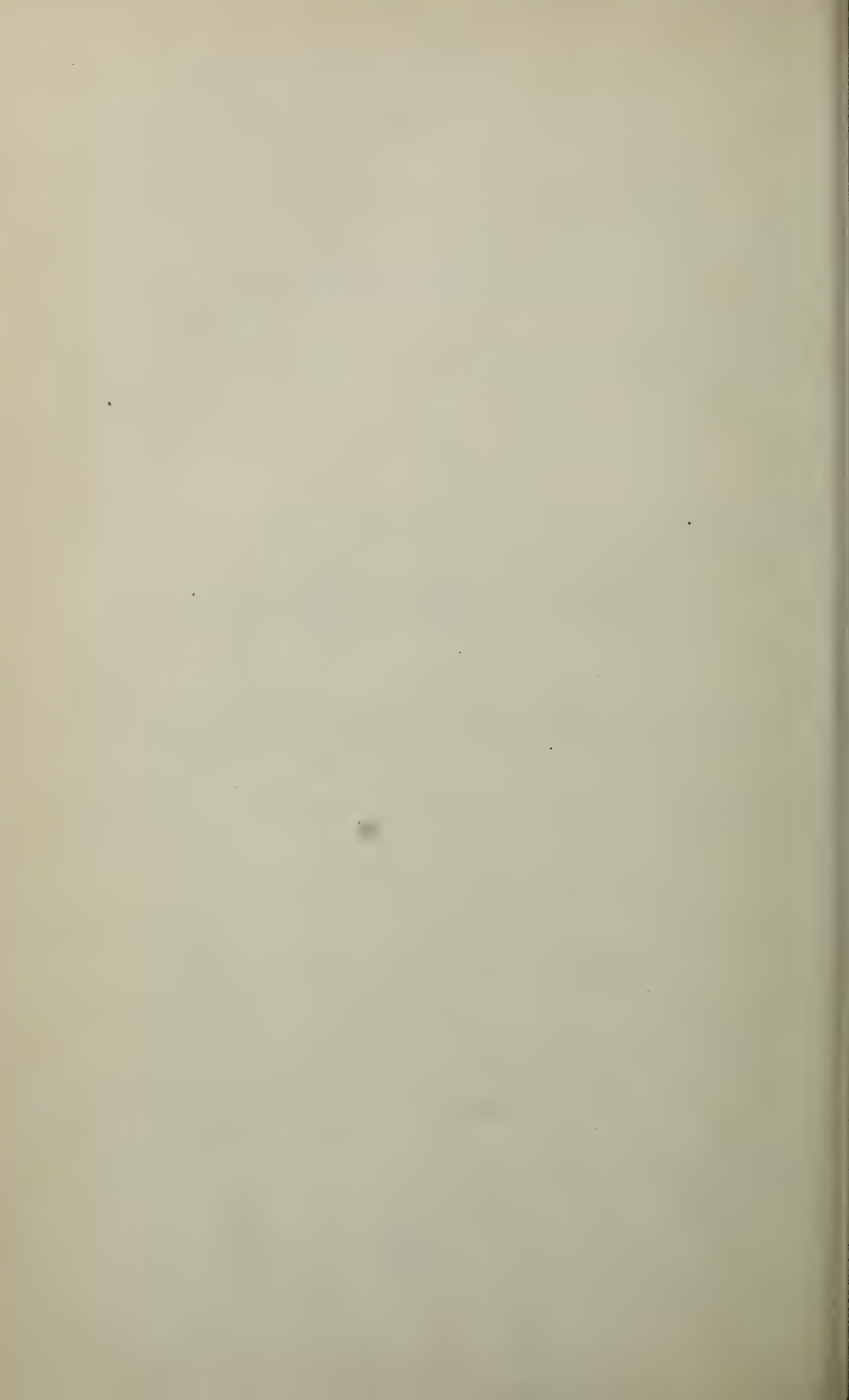
Operation of the Credit System under Section 1590, Penal Code.

Sentence.			Credit.			Term less Credit.			Sentence.			Credit.			Term less Credit.			Sentence.			Credit.			Term less Credit.				
Years...	Months...	Days...	Months...	Years...	Months...	Days...	Months...	Years...	Months...	Years...	Months...	Days...	Months...	Years...	Months...	Days...	Months...	Years...	Months...	Years...	Months...	Days...	Months...	Years...	Months...			
1	6	1	57	13	6	5	3	8	6	8	57	13	6	8	6	15	3	15	25	6	119½	15	6	15	38	182	92	10
2	6	2	62	13	6	10	6	8	6	8	59½	13	6	8	6	15	6	15	26	6	122	15	10	15	38	184½	23	1
3	6	3	64½	14	6	8	10	9	6	9	62	14	6	9	6	15	10	15	27	6	124½	16	1	15	39	187	23	5
4	6	4	67	14	6	8	10	9	6	9	64½	14	6	9	6	15	10	15	27	6	127	16	5	15	39	189½	23	8
5	6	5	69½	15	6	8	8	9	6	9	67	15	6	9	6	15	8	15	27	6	129½	16	8	15	40	192	24	
6	6	6	72	15	6	8	8	9	6	9	69½	15	6	9	6	15	8	15	28		132	17		15	40	194½	24	3
7	6	7	74½	16	6	8	7	10	6	10	72	16	6	10	6	15	7	15	28	6	134½	17	3	15	41	197	24	7
8	6	8	77	16	6	8	7	10	6	10	74½	16	6	10	6	15	7	15	29	6	137	17	7	15	41	199½	24	10
9	6	9	79½	17	6	8	10	10	6	11	77	17	6	11	6	15	10	15	30	6	139½	17	10	15	42	202	25	2
10	6	10	82	17	6	8	10	11	6	11	79½	17	6	11	6	15	10	15	30	6	142	18	2	15	43	204½	25	5
11	6	11	84½	18	6	8	10	11	6	11	82	18	6	11	6	15	10	15	31	6	144½	18	5	15	43	207	25	9
12	6	12	87	18	6	8	9	11	6	11	84½	18	6	11	6	15	9	15	31	6	147	18	9	15	44	209½	26	
13	6	13	89½	19	6	8	9	12	6	12	87	19	6	12	6	15	9	15	32	6	149½	19		15	44	212	26	4
14	6	14	92	19	6	8	9	12	6	12	89½	19	6	12	6	15	9	15	32	6	152	19	4	15	45	214½	26	7
15	6	15	94½	20	6	8	11	12	6	13	92	20	6	13	6	15	11	15	33	6	154½	20	11	15	45	217	26	11
16	6	16	97	20	6	8	11	12	6	13	94½	20	6	13	6	15	11	15	33	6	157	20	11	15	46	219½	27	2
17	6	17	99½	21	6	8	11	13	6	14	97	21	6	14	6	15	12	15	33	6	159½	20	12	15	46	222	27	6
18	6	18	102	21	6	8	12	13	6	14	99½	21	6	14	6	15	12	15	34	6	162	20	12	15	46	224½	27	9
19	6	19	104½	22	6	8	12	13	6	15	102	22	6	15	6	15	12	15	34	6	164½	20	12	15	47	227	28	1
20	6	20	107	22	6	8	12	14	6	15	104½	22	6	15	6	15	12	15	35	6	167	21	1	15	47	229½	28	4
21	6	21	109½	23	6	8	12	14	6	15	107	23	6	15	6	15	12	15	35	6	169½	21	4	15	48	232	28	8
22	6	22	112	23	6	8	12	14	6	15	109½	23	6	15	6	15	12	15	36	5	172	21	8	15	48	234½	28	11
23	6	23	114½	24	6	8	11	15	6	16	112	24	6	15	6	15	11	15	36	5	174½	21	11	15	49	237	29	3
24	6	24	117	24	6	8	11	15	6	16	114½	24	6	15	6	15	11	15	37	6	177	22	3	15	49	239½	29	6
25	6	25	119½	25	6	8	11	15	6	16	117	25	6	15	6	15	11	15	37	6	179½	22	6	15	50	242	29	10

REPORT OF THE PHYSICIAN

OF THE

State Prison at San Quentin, California.



PHYSICIAN'S REPORT.

SAN QUENTIN, CAL., August 1, 1887.

Hon. Paul Shirley, Warden :

SIR: Permit me, on the completion of another year, to present you briefly my annual report of the medical department of this prison, ending July 1, 1887. The general condition of the inmates during the year past has been good. Acute diseases have been limited in number; no epidemics or contagious diseases have appeared in this prison. Our new and improved hospital facilities is known to most of the Courts of the State, and in consequence our chronic and invalid population has largely augmented. The management of the prison has paid strict attention toward the prevention of disease to this end, the prisoners have been well fed, well clothed, well disciplined, and under strict rules of hygiene. The substitution of the milder forms of punishment, and the exhibition of more patience and good will toward the prisoners, which have been a marked feature of the present administration, has contributed in no small degree to their physical health and well being. During the past year we have had thirty-one deaths, sixteen of whom died of consumption, four of paralysis, one of tubercular diarrhoea, one of scrofula, one suicide, two of hemorrhage of the lungs, one typho-malarial fever, contracted before commitment, one of acute dysentery, one of dropsy, and one of old age. You will observe that nearly all have died of incurable diseases, contracted before their arrival at the prison. Thirteen consumptives were either Mexicans or Indians. This population suffers more from imprisonment than does our white prisoners. There are quite a number of recommendations which I might make for the comfort of the prisoners, among which would be the heating of the jute mill and cell buildings; also a more suitable and comfortable place for the detention of the insane. Our facilities for caring for these unfortunate people is not in keeping with other departments of the prison; therefore, I would earnestly recommend that more comfortable quarters be provided them.

In conclusion, permit me to thank you, and all other officers and attachés of the prison, for the cordial coöperation and valuable assistance rendered in the discharge of my duties.

Very respectfully,

THOS. B. EAGLE, Resident Physician.

PHYSICIAN'S REPORT.

DISEASES.	First Quarter.	Second Quarter.	Third Quarter.	Fourth Quarter.	Totals.
	Number.	Number.	Number.	Number.	
Aneurism	18	21	26	22	87
Asthma	26	38	35	31	130
Abscess	10	9	13	16	48
Amputation			2	1	3
Boils	39	32	29	28	128
Burns	9	7	8	9	33
Bronchitis	31	46	49	54	180
Catarrh	75	110	143	115	443
Carbuncle	4	5	3	3	15
Constipation	170	205	220	210	805
Diarrhœa	215	210	152	162	739
Diabetes	16	25	30	37	108
Dysentery	20	24	17	27	88
Dyspepsia	63	58	33	57	211
Dislocation		1	1		2
Dropsy			1	1	2
Eczema	9	15	20	24	68
Erysipelas	2	2	2		6
Emphysema	1				1
Fever, intermittent	19	29	26	20	94
Fever, remittent	13	20	17	12	62
Fever, typho-malarial	18	15	7	12	52
Fracture	7	6	6	9	28
Fistula	20	22	17	15	74
Gonorrhœa	15	14	22	14	65
Hernia	46	43	47	33	169
Hæmoptysis	8	16	19	16	59
Insanity, partial	90	88	93	120	391
Indigestion	185	190	205	220	800
Neuralgia	51	64	60	58	233
Ophthalmia	13	10	22	13	58
Parotiditis	5	8	5	2	20
Paralysis	2	2	3	5	12
Phthisis, pulmonary	41	53	60	57	211
Pneumonia	1		1	1	3
Rheumatism	120	145	180	200	645
Syphilis, primary	7	11	9	10	37
Syphilis, secondary	29	20	18	21	88
Stricture	2	1	3		6
Sprains	9	20	17	27	73
Scrofula	53	80	88	90	311
Scalds	2	3	5	8	18
Tonsillitis	26	17	18	23	84
Urticaria	9	15	15	14	53
Wounds, lacerated	100	110	84	78	372
Wounds, incised	56	62	40	33	191
Wounds, punctured	18	12	9	10	49
Unclassified	1,676	1,316	1,227	1,167	5,386

PHYSICIAN'S REPORT—Continued.

	First Quarter.	Second Quarter.	Third Quarter.	Fourth Quarter.	Totals.
	Number.	Number.	Number.	Number.	
Calls on physician.....	3,313	3,218	3,108	3,095	12,730
Daily average	36	35	34	34	
Visited in cells	90	101	98	102	391
Daily average	1	1	1	1	
Men excused from labor	1,284	1,165	1,025	1,157	4,631
Daily average	14	13	11	13	
Patients admitted.....	32	34	23	27	116
Patients discharged	22	30	20	20	92
Died in hospital	13	6	5	5	29
Died in cells.....		1	1		2
Patients in hospital June 30, 1887.....					16

DEATHS.

NAME.	Nativity.	Disease.	Date of Death.
Myers, H.	Germany	Dysentery, chronic.....	..... July 20, 1886
Greely, B.	American.....	Paralysis .....	..... July 20, 1886
Moran, W.	Ireland	Phthisis pulmonalis .....	..... July 8, 1886
Higuerra, C.	California.....	Phthisis pulmonalis .....	..... September 29, 1886
Saddon, C.	Mexican	Phthisis pulmonalis .....	..... August 4, 1886
Herman, J.	American.....	Phthisis pulmonalis .....	..... August 7, 1886
Lonsky, L.	Poland	Tubercular diarrhoea .....	..... August 7, 1886
Williams, J.	American.....	Paralysis .....	..... August 13, 1886
Brooks, C.	American.....	Phthisis pulmonalis .....	..... August 16, 1886
Himenes, L.	Mexican	Phthisis pulmonalis .....	..... August 30, 1886
Besson, L.	California.....	Phthisis pulmonalis .....	..... September 1, 1886
Glover, E.	California.....	Phthisis pulmonalis .....	..... September 12, 1886
Rafael	Indian	Scrofula .....	..... September 22, 1886
Ingram, J.	American.....	Fever, typho-malarial .....	..... October 25, 1886
Marquez, G.	California.....	Phthisis pulmonalis .....	..... November 29, 1886
Henega, W.	California.....	Phthisis pulmonalis .....	..... November 24, 1886
Edwards, C.	England	Suicide .....	..... November 21, 1886
Moore, Geo.	American.....	Hemorrhage of lungs .....	..... December 5, 1886
Gusman, Geo.	Mexican	Phthisis pulmonalis .....	..... December 7, 1886
Quigada, J.	Mexican	Phthisis pulmonalis .....	..... December 25, 1886
Cordero (Indian)	California.....	Paralysis .....	..... January 19, 1887
Dudley, J.	California.....	Dysentery, acute.....	..... January 3, 1887
Baza, J.	Mexican	Typho-pneumonia .....	..... February 28, 1887
Antonio, J.	California.....	Phthisis pulmonalis .....	..... February 26, 1887
Pollock, W. C.	American.....	Old age .....	..... March 16, 1887
Epiphonio, A.	Mexican	Phthisis pulmonalis .....	..... March 11, 1887
Sylvero	Mexican	Paralysis .....	..... April 29, 1887
Encinas, J. M.	Mexican	Phthisis pulmonalis .....	..... May 30, 1887
Martinez, J.	Mexican	Dropsy .....	..... May 11, 1887
Garcia, M.	Mexican	Phthisis pulmonalis .....	..... June 5, 1887
Mason, J.	American.....	Hemorrhage of lungs.....	..... June 25, 1887

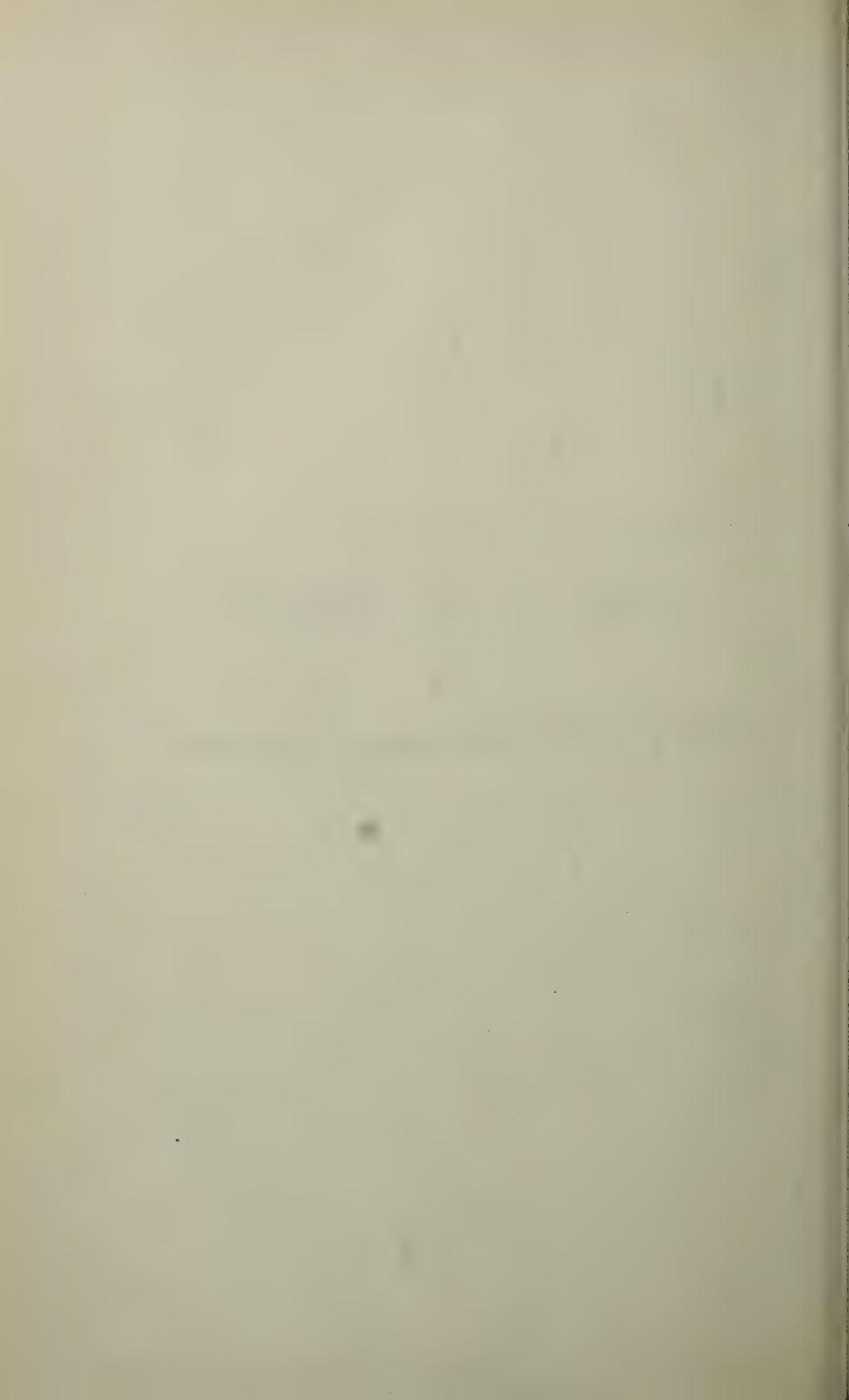
Total number of deaths.....31.



REPORT OF THE CHAPLAIN

OF THE

State Prison at San Quentin, California.



CHAPLAIN'S REPORT.

Hon. Paul Shirley, Warden:

DEAR SIR: I have the honor respectfully to submit my report of the several departments under my charge for the year ending June 30, 1887.

BOYS' DEPARTMENT.

At the close of the last fiscal year there were eighty boys in the prison, that is, those under twenty years of age. Thirty-eight have been admitted during the year, thirty-five discharged by pardon, or the expiration of their sentence, and two have died, leaving eighty-one as the present number, a net increase of one. One more year's experience and observation have only confirmed me in the views presented in my last report, viz.: that though preferable to the Industrial School in San Francisco, and to the common jails of the counties, yet the State Prison is no place for these juvenile criminals, if a hope of their ultimate reformation is to be indulged. I can but express my regret that another session of the Legislature has passed, and yet nothing was done towards the establishment of a reformatory for this class of criminals.

These boys, or young men, have been mostly employed in the jute factory. No opportunity is given them for education. The suggestion of evening schools for such as wish to attend, has been made, but so far, insuperable obstacles seem to be in the way of such an arrangement.

LIBRARY.

The library continues to be, as heretofore, an attractive appendage to the prison. The liberal patronage extended to it by the prisoners, is an evidence that they appreciate the same, and I firmly believe it is an admirable help to the discipline of the prison.

The statistics for the year are as follows: At the beginning of the year there were 5,048 volumes upon the shelves. Now there are 5,206, divided thus: on the general side, 3,750; on the Catholic, 1,456. Books may be drawn on any day of the week, but Tuesdays and Saturdays are the special days, at which times the rush is great. The issues for the year amount to 11,523, being an average of 960 for each month. I wish that the Legislature, in its wisdom, would grant a yearly appropriation of \$500 for the purchase of new books. It would be money well expended, and the usefulness and attraction of the library would be greatly increased.

DONATIONS.

These have been both liberal and acceptable, consisting of papers, magazines, periodicals, and books. For the same, we have been indebted to Rev. J. Woodworth, J. Linforth, A. C. Bradford, Unitarian Society for Christian Work, E. H. Highton, Mrs. Hendry, and others, whose gifts were acknowledged at the time. We were again indebted for several barrels full of magazines and papers, to the Rev. Mr. Matthews of Onarga,

Illinois, who devotes his whole time to the collection and distribution of reading matter for prisoners. That distribution extends from the Gulf of Mexico to Texas, and from the Atlantic to the Pacific. He also makes arrangements for the free transportation of all that he sends to this prison, as far as Ogden, in Utah. From there to San Francisco, the Central Pacific Railroad Company has ever been equally liberal, and to them I give this merited meed of thanks. Mr. Matthews has, in this labor of love to which he devotes his life, proved himself to be indeed the prisoners' friend, and grateful are the recipients of his favor for the same.

I cannot let this opportunity pass without acknowledgment to Mr. Geo. W. Gibbs, one of the merchant princes of San Francisco, for his very bounteous donations to the library and chapel. While temporarily in the City of New York, he received one of the printed appeals which are occasionally made by myself in the papers, and his response was as follows: one hundred prayer books and two hundred hymnals, for use in the religious services in the chapel. These he sent to the prison by express, paying the entire expense of transportation. He also subscribed, and paid for one year, for fourteen copies of the best magazines of the day, and for eight copies of Harper's and other illustrated papers. Besides these, he paid for one hundred and eight volumes for the library, costing about \$100; also paying the freight thereon to the prison. Most cordial thanks are returned to Mr. Gibbs for this princely liberality. I trust that some others, who, like him, are blessed with an abundance of this world's goods, will, like him, sometimes remember the prisoners, and contribute to the relief of the tedium of their cells, by a supply of good and entertaining literature.

The various donations for the year summarize as follows:

Newspapers, miscellaneous.....	2,840
Newspapers, religious.....	1,878
Newspapers, pictorial.....	120
Newspapers, scientific.....	99
Magazines, 516, besides the three barrels full from Mr. Mathews.	

Besides these, we have received 115 books, 48 Bibles, and 232 periodicals and library novels.

BINDERY.

This has been in charge of the same prisoner as last year. He has done most of the work himself, being occasionally helped by one or more of the boys. His work has been well done, and given general satisfaction. The work performed has been:

Copy books made.....	966
Books bound for library.....	145
Books bound for officers.....	66
Books bound for individuals.....	20
Books repaired for library.....	233
Newspapers bound in parcels.....	35
Blotting pad made.....	1
Tablets for officers.....	1,334
Bundles of passes.....	38

EMPLOYÉS.

There are two assistant Librarians, one bookbinder, and one janitor. Besides these, several of the boys are employed to help during the rush for books on Tuesdays and Saturdays.

I have attended thirty-one funerals.

RELIGIOUS SERVICES.

These have been continued as heretofore. Service is held in the chapel every Sunday morning, one hour after the opening of the prison. Appropriate services have also been held on Thanksgiving, Christmas, Memorial Day, and Fourth of July. On the first and fifth Sundays of the month, I personally officiate. On the second Sunday, the Rev. E. Gallian, S. J., celebrates mass and preaches. On the third Sunday, the Rev. James Woodworth preaches, as he has done for twenty years. On the fourth Sunday, I have generally been able to obtain the services of clergymen of various denominations. During the year I have thus been indebted to the Revs. Aaron Williams, J. A. Bruner, C. L. Miel, J. A. Emery, and C. W. Broadbent. Gen. O. O. Howard has also visited the prison twice, and each time addressed the prisoners in the chapel. Services have also been held in the women's department on the first and third Sundays of each month.

Respectfully submitted.

WM. H. HILL, Chaplain.

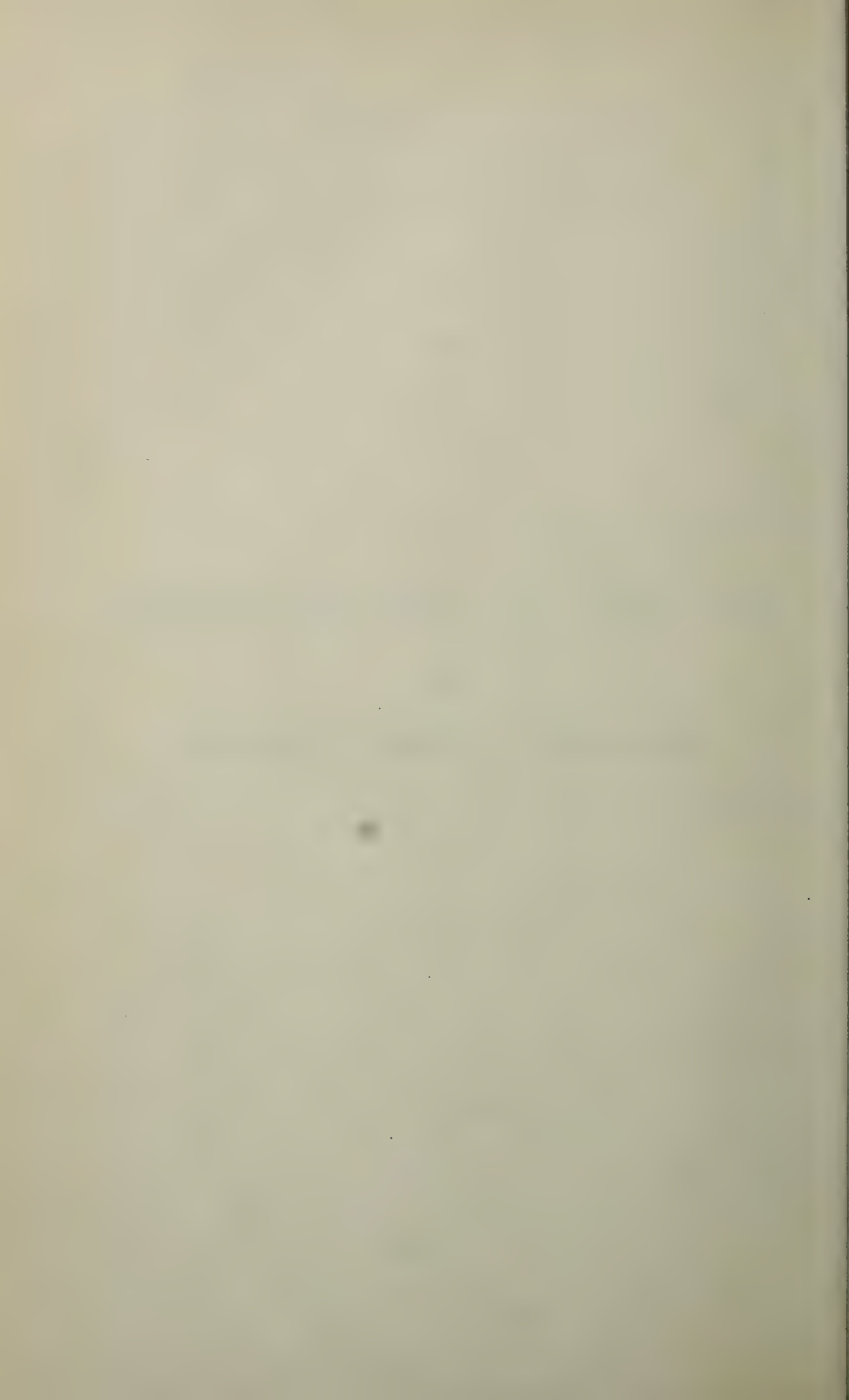
SAN QUENTIN, July 1, 1887.



REPORT OF THE WARDEN

OF THE

State Prison at Folsom, California.



WARDEN'S REPORT.

WARDEN'S OFFICE, }
STATE PRISON AT FOLSOM, CAL., June 30, 1887. }

To the honorable State Board of Prison Directors:

GENTLEMEN: I have the honor to submit my report for the fiscal year. The Legislature having generously appropriated the sums to meet the deficiencies in the appropriations for the thirty-seventh and thirty-eighth fiscal years, the indebtedness of the prison has been paid to the National Bank of D. O. Mills & Co., and there is a small balance to our credit at the end of the thirty-eighth fiscal year. With the appropriation made for the support of the prison for the thirty-ninth and fortieth fiscal years, there will be sufficient to meet all requirements without any further deficiencies, and without any income from sale of products.

As stated to you, in my last report, there has been no idleness among the prisoners by reason of the stoppage of the sale of stone, nor will there be any idleness for years to come, if the necessary improvements are to be made. The addition to the prison building can be made secure, and the cells can be made models of strength and handsome finish by expending labor on the granite blocks; my experience here has convinced me that it is wiser and cheaper, in the end, to do such work well. In one of the rubble-stone cells an expert stonemason can cut through the walls in less than half an hour; this is not conjecture, for one prisoner has performed the feat more than once, and on consecutive days. Large blocks of dressed granite, with close fitting joints, and the other parts of the cell carefully looked after, will give even such an expert a great deal of trouble to get out of his cell.

The iron roof provided for by an appropriation made by a former Legislature will add to the security of the original building and will make the new building fire and burglar proof, both outside and inside. The roof will be put up with convict labor, without the assistance of any free man except those on the official staff, and I am willing to challenge a comparison of this work with any other work of that character in the State.

To give additional ventilation and light, the side walls of the prison building have been carried up four feet by four courses of dressed stone; along the line of the first and second courses of this work openings are left every alternate two feet, which create currents of air, even on still days, and make the ventilation all that can be desired. The skylight being continuous the whole length of the roof, there is a flood of light in all parts of the building.

Escapes from the tops of the cells on the upper tier can be frustrated by a very simple plan, the main outlay required being labor, which again helps to solve the problem, "How can you keep the prisoners employed?" In fact there is no problem to solve about finding work for the prisoners; we are always short of labor to do that which seems to be pressing.

Even if the Folsom Water Power Company should conclude to decline the convict labor which they may be entitled to under the decision of the

Supreme Court, and which would make a large demand on our force, I can see enough needed work to keep all the prisoners employed for several years. With an additional tract of land, more employment could be found to provide food for the other laborers.

When the smallpox prevailed in Los Angeles in March, there was great fear that some of the recently arrived prisoners had been exposed to the disease, and rigorous measures were at once taken to protect the prisoners and others from the contagion. Those who had recently arrived were sequestered for a period of twelve days, and arrangements were made to transfer them to an improvised pest-house about a quarter of a mile from the prison. Fortunately no case developed, but "to make assurance doubly sure," Dr. Durant undertook the formidable task of vaccinating all the prisoners and employés. Some days of labor were lost by reason of very sore arms, but we were more than repaid by the restoration of confidence and the feeling of security which followed the operation. An interesting exhibit of the effects of the vaccination is given in the report of Dr. Durant, the physician, who deserves the thanks of the people of this section of the State for his forethought, and skill and industry in carrying out the precautions against the spread of a plague which might readily have been brought to the prison and thence disseminated through the whole of central California.

Although the death rate shows an increase over that of the previous year, the sanitary condition of the prison is unchanged, owing to the unceasing efforts to prevent the breeding of germs in sewers or pipes, and to the constant cleaning of the cells.

An article in *The North American Review* epitomizes the system of managing prisoners at this institution, and I beg leave to introduce some extracts here :

The system of the Folsom prison aims only at the reform of the individual. It is based, not upon the belief, but upon the demonstrable truth, that all crimes—except those born of sudden impulse and extraordinary circumstances, a small percentage at best—are caused either by bad health, or bad moral, not general, education. It regards the law-abiding man as one who, through the fixed physical habit of toil, finds it no great hardship to labor for a livelihood; and, through the fixed mental habit of submitting to the established social and moral laws, finds it no great hardship to be curbed by them in his daily pursuit of happiness.

Per contra, the criminal is defined as one who, not having formed the self-sacrificing habit of work; or having become by some physical degeneracy predisposed to idleness and morbid impulses; or having no moral ideas, or else erroneous ones, finds through some or all of these causes the laws of society to be an uncomfortable curb, and so breaks them. To remove the fundamental differences between the criminal and the law-abiding man, the system therefore aims, first, to make the prisoner physically sound; secondly, to fix in him physically the habit of toil, which includes the willful sacrifice of comfort during eight hours of the day and six days of the week; and, thirdly, to convince him that his personal happiness depends upon his obedience to the laws. To teach him, in other words, the lesson of right and wrong, not from the religious, sentimental, or relative, but from the practical, personal, and absolute point of view.

When the sentenced offender arrives at the institution where he is to remain for one or more years, he is stripped, his description is taken, and he is photographed, both before and after the cutting of his hair and the shaving of his face. He then takes a tank bath, dons the prison suit, and goes to his cell. He takes his meals with the other new arrivals and "first-table" prisoners. He is not allowed outside the building, and, with the exception of the rules which are told him, is left to discover for himself the conditions by which he is surrounded. * * * He instantly experiences a sense of injustice. Convicts are very sensitive to unfairness of any kind. He is naturally extremely desirous in his limited sphere of happiness to get all the comforts within reach. He wants the air, the liberty of the grounds, and, above all, good things to eat. The palate is a potent means of influencing the great majority of men, but with the convict, as may be imagined, is far more influential than with any other class. He inquires, with interest, the meaning of those Lucullan banquets, his invitation to which has been overlooked, and learns that the luxurious diners are all workers, and are entitled to the extras only through their toil. In a very short time, a few days as a rule, the convict comes to the conclusion, of his own accord, that he wishes to work. There are cases in which the prisoner's apathy and

indifference to surroundings place him beyond the reach of this temptation, and these are met by special treatment, but they are too few in number to need consideration here.

Herein, it may be remarked, an important obstacle has been overcome. The desire to work is, to the average prisoner, a new sensation. It was a natural and fostered desire to escape work which probably impelled him to crime. Moreover, there has been no coercion, which most prisoners resent, the first impulse of the social Ishmaelite being to defy and oppose all authority. Furthermore, in the cases of prisoners sentenced for life, it is otherwise well nigh impossible to induce them to work, since a man sentenced to prison for life is usually indifferent to results, and willing to make things as unpleasant for the authorities as he can. * * *

The convict, as a rule, is not primarily of much value as a laborer. His muscles are soft, and his physical capacity for steady and sustained effort is small. His powers of self-sacrifice and self-restraint are undeveloped. The habit of work, to which the social plan condemns all men, he never has attained. But no one is better informed concerning his failings than the prisoner himself. He has a strong and sharp spur, which urges him to escape forever from the "bull beef" table, and dwell in peace and plenty under the banner of "cake 'n tea."

The result is that he tries hard; in some cases overworks at first. A spirit of emulation, a most healthy moral sign, is excited in him. He compares his rude and meager achievements with those of skilled workers who began as he did, untrained, and his ambition to improve is strong. He improves steadily in skill, and more rapidly in health. His muscles harden, his face browns, and a stimulated circulation, from the best of medicines, exercise, is changing the color of his liver, and removing his tendency to brooding and morbid thoughts. He feels differently, looks differently, acts differently, and thinks differently, and every one of the changes is for the better. Finally, his period of probation is passed. He has established himself as a fixture at the second table. Then he looks ahead once more. * * *

The judgment of the work is perfectly impartial. It depends only upon a close watch of the men and a careful scrutiny of their results.

The valuation of this food, through the same train of thought that has raised the prisoner to the third table, keeps him steadily at work to the extent of his ability. Descents from the second table to the first are not numerous; those from the third to the second are rare, and occur less from lacking industry than from an unlooked-for quarrel or some such impulsive infraction of discipline. The lesson of experience is, that when a prisoner gets to the third table he stays there. * * *

If he will stand on the veranda of the Warden's residence, during any hour in the working day, he will see three hundred men laboring with an untiring industry and an unabating energy that can be seen rarely, if at all, in the free factories or workshops of this country. Moreover, there is not a guard among them. The Captain or his Lieutenant may or may not stroll through the yard during the quarter of an hour while the visitor is looking on. The work goes on without relaxation under the convict bosses, and those bosses are as careful to fulfill their own spheres of duty as are the men they direct. The guards sit idly holding their rifles in the distant posts which environ the inner prison grounds, and but for them and the suits of gray and black stripes, the yard might be taken for one of the best drilled and most harmonious free quarries in this country. About two months ago the writer heard Mr. ———, a well-known iron-founder of San Francisco, say: "It is wonderful. Why, I am paying men the highest wages, but they don't work like that, and if I go up town for an hour or two the work drops down one third."

The first aim of the system, to establish good health and physically fix the habit of work, is thus carried out. The second object, the removal of the effects of lacking or bad moral education, is done in a peculiar way. The prisoner is shown, not the badness, but the folly of crime.

It is useless to tell a prisoner that he is bad. He knows that already. It is almost useless—and the statement is made despite possible objection from religious reformers—to plead with him on a relative or sentimental plane. He either does not grasp or is not moved by the reasons thus given him for being good. But when it is made clear to him that he is a fool for committing crime, that he is thereby senselessly cheating himself of the comforts in life to which he is entitled, he is instantly interested and rarely fails to see the point.

This practical lesson in practical morality is constantly conveyed to the prisoners, sometimes by a collective discourse, but oftener in the off-hand, quiet talks from the Captain or some of his aids to the prisoners in the daily contact of years. The character of the conversation varies with the characteristics of the men talked to. The men who are able to study the laws of right and wrong, and their fundamental basis, are very few. It is demonstrable to any advanced mind that the laws of morality and the laws of happiness are identical, but no such demonstration or wordy abstractions are employed with the prisoners, whose thought-capacity is very limited. The lesson conveyed is simple. It is only: "It pays to be good; it does not pay to be bad. And any man who commits crime in preference to working honestly for his living, only brings unhappiness upon himself, and is foolish so to do."

It may safely be said that the system has already proved its utility. A number of discharged prisoners again commit crime, but the percentage is gratifyingly small. The system speaks for itself, and if perfect statistics were obtainable, would undoubtedly prove its value by clear mathematics. In the matter of expense, it necessitates only a trifling

outlay, since the food is little more than ordinary fare, the difference being in the cooking alone, while the result in labor is a great and direct gain.

Accompanying this report I submit the reports of the Physician and Commissary, the statistics of the prison population, and tables of receipts and disbursements.

My thanks are due to the Captain of the Guard, Benjamin Chambers, Lieutenant of the Guard, R. J. Murphy, the Physician, Dr. F. C. Durant, and all the members of the official staff of the prison, for cheerful alacrity in carrying out all orders, and for zealous devotion to the interests of the institution.

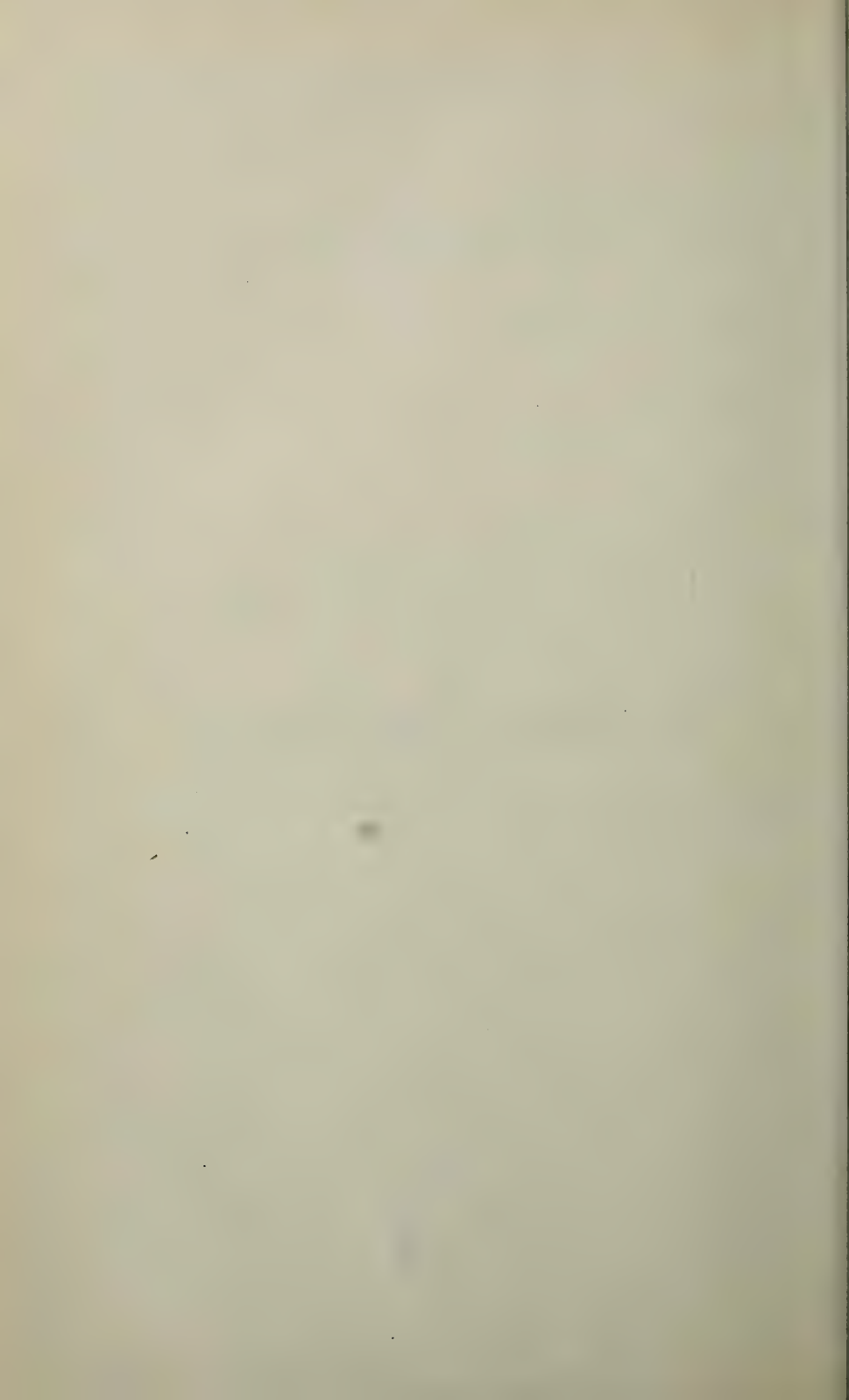
Respectfully submitted.

JOHN McCOMB, Warden.

REPORT OF THE CLERK

OF THE

State Prison at Folsom, California.



CLERK'S REPORT.

STATE PRISON AT FOLSOM, CALIFORNIA, }
October, 1887. }

To the honorable State Board of Prison Directors:

GENTLEMEN: I herewith submit to your consideration a full statement of the financial transactions of this prison for the thirty-eighth fiscal year, ending June 30, 1887.

Very respectfully,

J. M. MINER, Clerk.

TABLE No. 3.
Net Earnings during Thirty-eighth Fiscal Year, ending June 30, 1887.

	Sale of Granite	Hogs	Farm	United States Government	Totals	QUARRY RECAPITULATION.			
						Receipts.	Expenses.	Gains.	Losses.
1886—July	\$1,936 39	\$100 20	\$576 96	-----	\$2,713 55	\$2,368 00	\$431 61	\$1,936 39	-----
August	1,680 57	57 00	166 71	-----	1,904 28	2,175 75	495 18	1,680 57	-----
September	3,477 10	310 75	137 76	-----	3,925 61	3,951 09	473 99	3,477 10	-----
October	-----	78 05	148 99	-----	227 04	37 08	325 45	-----	\$288 37
November	-----	167 37	-----	-----	167 37	226 00	348 63	-----	122 63
December	789 52	184 25	-----	\$227 00	1,200 77	1,444 00	243 48	1,200 52	-----
1887—January	-----	5 61	-----	-----	5 61	372 54	447 27	-----	74 73
February	-----	-----	-----	-----	-----	-----	139 15	-----	159 15
March	-----	-----	188 49	-----	188 49	260 10	216 94	43 16	-----
April	3 71	-----	327 50	-----	331 21	1,498 08	1,303 65	194 43	-----
May	401 14	-----	878 75	-----	1,279 89	628 57	227 43	401 14	-----
June	539 23	-----	1,532 86	-----	2,072 09	1,000 00	460 77	539 23	-----
	\$8,827 66	\$903 23	\$4,058 02	\$227 00	\$14,015 91	\$13,961 21	\$5,133 55	\$9,472 54	\$744 85

TABLE No. 4.

Exhibit of the Cost of Maintaining Prisoners for Thirty-eighth Fiscal Year, ending June 30, 1887.

	1886.						1887.						Totals.
	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	
Salaries-----	\$2,835 55	\$2,837 25	\$2,768 32	\$2,838 64	\$2,882 90	\$3,040 95	\$2,825 46	\$2,878 05	\$2,961 43	\$3,001 68	\$3,038 87	\$2,976 68	\$4,885 79
Officers and guards' mess-----	518 19	602 95	496 34	546 70	562 88	477 46	568 95	644 32	583 47	578 75	727 00	544 43	6,851 44
Prisoners' mess-----	2,238 03	2,456 08	2,030 58	2,322 76	2,459 59	1,951 71	2,427 50	2,380 39	2,252 85	2,104 44	2,701 27	2,191 32	27,576 47
Warden's house-----	184 25	190 97	145 33	185 83	184 32	149 39	239 69	193 51	110 58	95 01	96 92	199 15	1,874 95
Postage-----	23 50	19 00	37 40	22 45		33 99	14 50	103 51	14 00	15 00	20 00	10 00	209 84
Freight-----							2 61		44 71	44 71		42 75	90 07
Forage-----	143 27	159 26	139 94	120 40	153 93	47 75	88 00	772 94	71 99	247 98	246 26		2,191 81
Clothing-----	193 00	972 47	13 39	56 36	1,193 52	221 02	651 37	246 12	50 67	554 60	875 51	96 87	5,125 10
Laundry-----	22 97		33 60		19 24	9 69		12 73	9 62			3 44	111 29
Shoes-----	255 66	237 49	251 73	173 55	247 97	226 01	235 97	238 36		213 85	246 48		2,367 27
Telegraphing-----			29 31	5 18		27 09						10 00	192 65
Fuel-----	349 75	875 90	369 16	622 24	642 44	142 80	423 65	823 91	710 68	778 82	1,409 45	128 78	7,277 58
Light-----	235 45	203 93	254 10	314 77	304 41	369 59	472 99	514 22	328 75	253 96	287 07	149 54	3,688 78
Medicines-----	192 12	136 40	86 75	151 47	120 15	85 60	94 99	45 77	188 05	45 60	13 98	110 10	1,270 98
Bedding-----	10 20	30 45		32 33	7 60	893 96	51 37	15 95	5 04		11 18	6 12	1,004 20
Discharged prisoners-----	68 45	55 10	130 30	64 70	135 25	162 90	164 85	90 45	81 00	146 10	95 60	170 05	1,364 75
General expense-----	843 11	1,236 45	2,074 21	827 77	734 22	927 13	667 50	1,505 58	647 07	1,078 45	1,327 47	465 25	12,424 21
Stationery-----	13 82	24 79	23 86	3 65	27 10	8 62	39 71	57 61		29 68		6 07	234 91
	\$8,127 32	\$10,128 49	\$8,884 48	\$8,288 89	\$9,675 52	\$8,795 86	\$8,969 11	\$10,439 91	\$8,015 20	\$9,296 39	\$11,100 37	\$7,010 55	\$108,732 09
Average number of Prisoners-----	645	644	645	646½	642	634	635½	632	623½	623	617	608½	633

Total cost of maintaining prisoners-----	\$108,732 09	633
Deduct net earnings (see Table No. 3)-----	14,015 91	\$0 41
Net maintaining cost-----	\$94,716 18	12 47
		149 64

TABLE No. 5.
State Prison at Folsom, California.

<i>Assets.</i>		
Prison wall	\$8,179 01	
Live stock	3,553 36	
Machinery	8,393 91	
Wagons and harness	4,230 96	
Permanent furniture	16,268 03	
Ordnance	6,613 88	
Prison improvement	33,782 10	
Tools	6,419 96	
Cash	2,523 17	
Merchandise in stock	4,796 69	
Wooden buildings	18,976 82	
Iron roof, cell building	22,777 92	
Real estate	15,000 00	
Derricks and fixtures	5,728 12	
Prison building	317,026 84	
Telephone line	880 96	
State Treasury, prison earnings account	1,000 00	
Total assets June 30, 1887		\$476,151 73
<i>Liabilities.</i>		
Officers' and guards' salaries	\$2,968 35	
Ezra Knapp, for labor	130 00	
Bills due for merchandise	5,210 48	
		8,308 83
Net assets		\$467,842 90

TABLE No. 6.
Increase of Assets during Thirty-eighth Fiscal Year, ending June 30, 1887.

Prison wall	\$773 60	
Live stock	573 63	
Machinery	55 30	
Wagons and harness	388 74	
Prison improvement	251 73	
Tools	631 05	
Cash	2,079 71	
Merchandise	774 88	
Iron roof, cell building	22,777 92	
Derricks and fixtures	29 50	
Prison earnings	1,000 00	
	\$29,336 06	
Decrease of liabilities	10,933 03	
Deduct decrease wooden buildings		\$40,269 09
		73 23
Net increase of assets		\$40,195 86
<i>In account with State of California, Thirty-eighth Fiscal Year.</i>	<i>Dr.</i>	<i>Cr.</i>
To net maintaining cost	\$94,716 18	
To increase of assets	40,195 86	
By State Treasury, general appropriation		\$99,162 11
By State Treasury, prison wall		696 43
By State Treasury, iron roof		22,953 50
By deficiency (loan D. O. Mills & Co.)		12,100 00
	\$134,912 04	\$134,912 04

TABLE No. 7.

TRIAL BALANCE, JUNE 30, 1887.	PROFIT AND LOSS.				NEW TRIAL BALANCE, JULY 1, 1887.	
	Dr.	Cr.	Dr.	Cr.	Dr.	Cr.
Live hogs.....		\$903 23		\$903 23	\$8,179 01	
Prison wall.....	\$8,179 01				3,553 36	
Live stock.....	3,553 36				8,393 91	
Machinery.....	8,393 91					
Freight.....	90 07		\$90 07			
Officers and guards.....	6,851 44		6,851 44			
Prisoners' mess.....	27,576 47		27,576 47			
Warden's house.....	1,874 95		1,874 95			
Wagons and harness.....	4,230 96				4,230 96	
Forage.....	2,191 81		2,191 81			
Clothing.....	5,125 10		5,125 10			
Salary account.....	34,885 79		34,885 79			
Stationery.....	234 91		234 91			
Shoes.....	2,367 27		2,367 27			
Telegraphing.....	122 65		122 65			
Fuel.....	7,277 58		7,277 58			
Light.....	3,688 78		3,688 78			
Dispensary.....	1,270 98		1,270 98			
Permanent furniture.....	16,298 03				16,298 03	
Ordnance.....	6,613 88				6,613 88	
Prison improvement.....	33,782 10				33,782 10	
Bedding.....	1,064 20		1,064 20			
General expense.....	12,424 21		12,424 21			
Tools.....	6,419 96				6,419 96	
Sundry officers and guards.....		2,968 35				\$2,968 35
Cash.....	2,523 17				2,523 17	
Quarry.....		8,827 66				
State Treasury (general appropriation).....		111,885 56				
Merchandise in stock (Commissary).....					4,796 69	
Postage.....	209 84		209 84			
Discharged prisoners.....	1,364 75		1,364 75			
Wooden buildings.....	18,976 82				18,976 82	

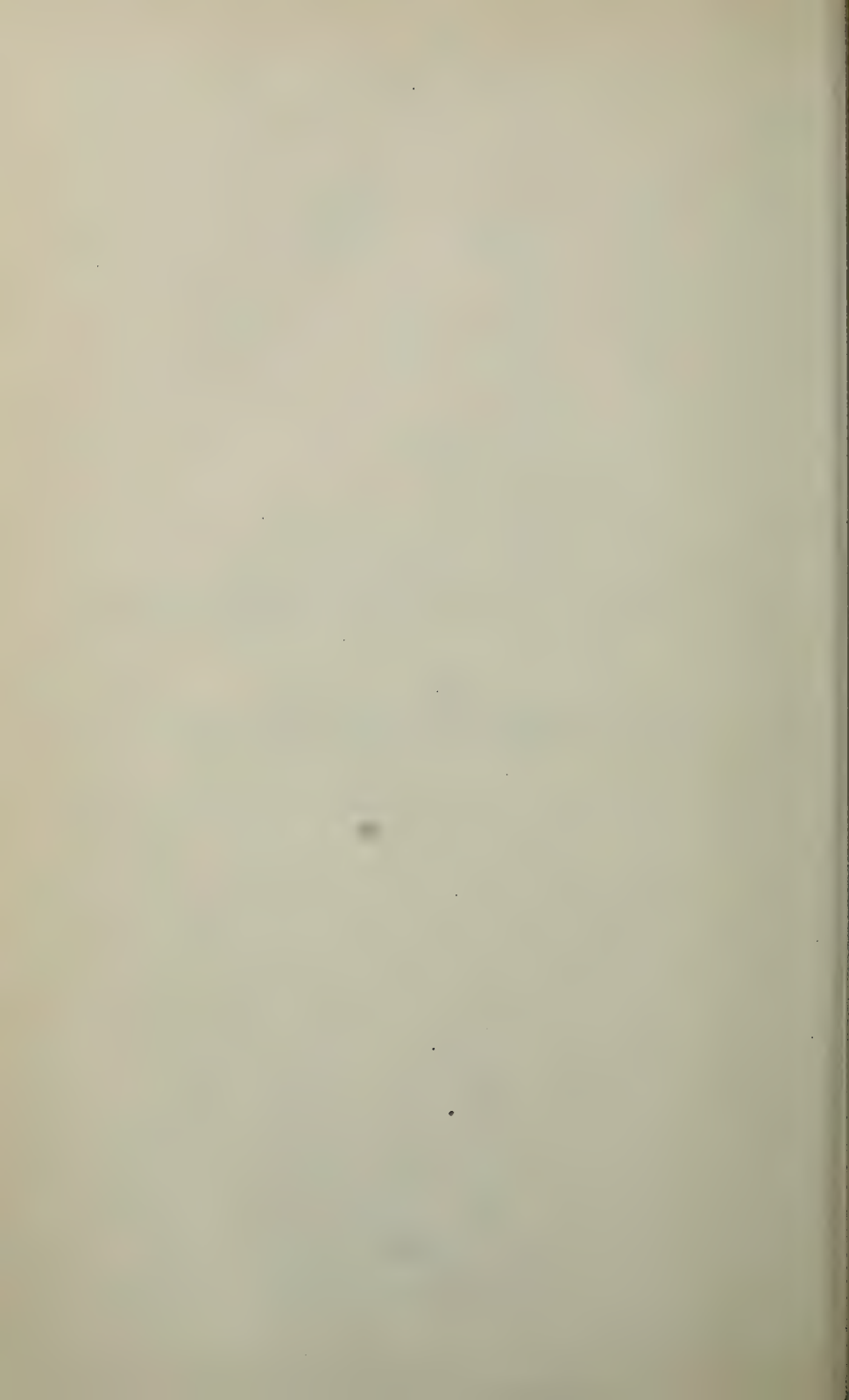
TABLE No. 7—Continued.

TRIAL BALANCE, JUNE 30, 1887.	PROFIT AND LOSS.				NEW TRIAL BALANCE, JULY 1, 1887.	
	Dr.	Cr.	Dr.	Cr.	Dr.	Cr.
Farm.....		\$4,058 02		\$4,058 02		\$139 00
Ezra Knapp.....		130 00				
State Treasury (iron roof).....		22,053 50		22,053 50		
Iron roof (cell buildings).....					\$22,777 92	
Real estate.....					15,000 00	
Derricks and fixtures.....					5,728 12	
State Prison at Folsom.....		427,617 04				467,842 90
Prison building.....					317,026 84	
Telephone line.....					880 96	
State Treasury (prison wall).....		636 43		636 43		
United States Government.....		227 00		227 00		
Bills payable for merchandise.....		5,210 48				5,210 48
Laundry.....						
Interest.....			\$111 29			
State Treasury (prison earnings).....			623 45			
Balance, excess of gains credited to the State Prison at Folsom.....					1,000 00	
Totals.....	\$585,507 27	\$585,507 27	\$149,551 40	\$149,551 40	\$476,151 73	\$476,151 73

REPORT OF THE COMMISSARY

OF THE

State Prison at Folsom, California.



COMMISSARY'S REPORT.

COMMISSARY DEPARTMENT, }
STATE PRISON AT FOLSOM, CAL., October 15, 1887. }

General John McComb, Warden State Prison at Folsom :

I herewith beg leave to submit to you my report for the fiscal year ending June 30, 1887, comprising Tables Nos. 1 and 2. No. 1 exhibits the purchases and a statement of the freight account; Table No. 2 shows the issues and the balances of stock on hand at the commencement of the fiscal year and at its close.

Respectfully,

JOHN McCOMB, JR., Commissary.

TABLE No. 1—Continued.

Freight Account.

DATE.	Freight Charges Paid to Sacra- mento and Placerville Rail- road Company.	Freight Charges Paid to Nato- ma Water and Mining Com- pany.	Cartage, Re- ceived from Sundry Con- tractors.
1886—July	\$8 06	-----	\$39 87
August	11 93	\$62 50	52 73
September	6 36	75 00	51 35
October	43 85	62 50	75 79
November	10 37	57 50	52 35
December	20 50	30 60	41 19
1887—January	16 43	40 00	46 92
February	12 32	67 50	44 05
March	15 47	-----	57 75
April	22 15	37 50	47 41
May	25 98	82 50	63 72
June	6 58	52 50	45 11
	\$200 00	\$567 50	\$618 24

TABLE No. 2.
Issues for the Fiscal Year Ending June 30, 1887.

DATE.	Warden's House.	Officers' and Guards' Mess.	Prisoners' Mess.	Forage.	Bedding.	Clothing.	Shoes.	Laundry.	Dispensary.	Fuel.	Light.	Stationery.
1886—July.....	\$184 25	\$706 72	\$2,258 79	\$143 27	\$10 20	\$193 00	\$255 66	\$22 97	\$192 12	\$349 75	\$235 45	\$13 82
August.....	203 22	518 19	2,477 70	159 26	30 45	972 47	237 49	16 15	136 40	875 90	203 93	25 79
September.....	145 33	496 34	2,045 65	139 94	-----	13 59	251 73	37 75	89 75	369 16	254 10	23 86
October.....	185 83	546 70	2,348 83	120 49	32 33	56 36	173 55	16 15	151 47	622 24	314 77	3 65
November.....	184 32	562 88	2,481 01	153 93	7 60	1,193 52	246 21	26 89	123 15	642 44	304 41	27 10
December.....	152 50	477 46	1,967 61	47 75	893 96	221 02	246 21	23 54	88 10	142 80	369 59	8 62
1887—January.....	242 14	568 95	2,451 05	88 00	51 37	651 87	235 97	18 40	96 24	423 65	472 99	39 71
February.....	193 51	656 87	2,453 02	772 94	15 95	246 12	258 36	23 57	80 77	823 91	514 22	57 61
March.....	151 58	603 47	2,298 75	71 99	5 04	50 67	-----	22 12	188 05	710 68	328 75	-----
April.....	95 01	578 75	2,188 47	247 98	-----	554 60	213 85	16 15	45 60	778 82	253 96	29 68
May.....	96 92	727 00	2,701 27	246 26	11 18	875 51	246 48	18 88	13 98	1,409 45	287 07	-----
June.....	99 15	544 43	2,191 32	-----	6 12	96 87	-----	14 76	110 10	128 78	149 54	6 07
Totals.....	\$1,933 76	\$6,987 76	\$27,863 47	\$2,191 81	\$1,064 20	\$5,125 10	\$2,367 27	\$257 33	\$1,315 73	\$7,277 58	\$3,688 78	\$235 91
1886—July.....	\$60 14	\$778 61	\$154 57	\$191 61	\$49 31	\$16 45	\$5,786 69	-----	-----	-----	-----	-----
August.....	66 49	1,083 94	2 64	280 18	33 11	650 82	7,974 13	-----	-----	-----	-----	-----
September.....	-----	927 97	20 60	286 49	24 93	346 20	5,473 39	-----	-----	-----	-----	-----
October.....	-----	739 22	101 84	195 45	54 65	432 04	6,105 57	-----	-----	-----	-----	-----
November.....	19 90	593 12	7 10	218 63	36 05	430 82	7,290 84	-----	-----	-----	-----	-----
December.....	27 78	883 86	25 50	108 48	24 74	312 95	6,022 47	-----	-----	-----	-----	-----
1887—January.....	22 37	666 50	-----	317 27	-----	654 90	7,000 88	-----	-----	-----	-----	-----
February.....	19 82	1,200 38	10 75	39 15	38 18	616 68	8,021 81	-----	-----	-----	-----	-----
March.....	1 92	647 07	-----	81 94	90 11	75 35	5,327 49	-----	-----	-----	-----	-----
April.....	1 25	820 79	3 94	29 94	78 42	169 72	6,106 93	-----	-----	-----	-----	-----
May.....	5 07	1,282 79	16 48	97 43	141 32	287 45	8,464 54	-----	-----	-----	-----	-----
June.....	39 00	382 86	50	178 43	191 70	277 96	4,417 59	-----	-----	-----	-----	-----
Totals.....	\$263 74	\$10,007 11	\$343 92	\$2,025 00	\$762 52	\$4,271 34	\$77,962 33	-----	-----	-----	-----	-----

July 1, 1887—Amount of stock on hand.. \$4,021 81
Purchases during fiscal year..... 78,715 99
Issues, during fiscal year..... \$82,737 80
June 30, 1887—Amount of stock on hand. \$4,775 47

TABLE No. 2—Continued.

Itemized Statement of Stock on Hand, as per Merchandise Account, June 30, 1887.

Beef, 865 pounds	\$44 56	Pie fruit, 60 cans	\$6 55
Mutton, 318 pounds	14 78	Vegetables, 173 cans	16 18
Bacon, 493½ pounds	29 36	Jellies, 13 cans	2 05
Ham, 492½ pounds	36 12	Honey, 24 cans	3 60
Salt pork, 1,044 pounds	73 63	Mustard, 5 cans	72
Codfish, 84 pounds	3 36	Mustard, 33 bottles	2 77
Mackerel, 85 pounds	5 91	Cocoanut, 23 pounds	5 98
Lard, 252 pounds	18 74	Salt, 920 pounds	5 81
Butter, 71 pounds	20 36	Rice, 157 pounds	5 95
Cheese, 23 pounds	4 12	Extracts, 57 bottles	12 76
Eggs, 34 dozen	7 60	Fresh fish, 325 pounds	19 50
Beans, 739 pounds	10 75	Ox tails, 1	05
Cabbage, 140 pounds	1 27	Beef tongues, 1	30
Carrots, 357 pounds	1 29	Chutney, 10 bottles	4 17
White flour, 18,100 pounds	328 57	Nutmegs, 2½ pounds	1 10
Graham flour, 555 pounds	10 10	Capers, 18 bottles	2 39
Buckwheat flour, 70 pounds	2 66	Gumbo filè, 9 bottles	4 12
Cornmeal, 100 pounds	1 08	Saleratus, 36 pounds	2 16
Oatmeal, 90 pounds	3 16	Yeast, 30 pounds	14 70
Cracked wheat, 260 pounds	4 40	Chow chow, 2 bottles	1 26
Whole barley, 66 pounds	82	Ice, 24,998 pounds	249 75
Pearl barley, 100 pounds	3 24	Milk, 58 gallons	11 60
Sago, 95 pounds	3 76	Cherries	1 35
Tapioca, 15 pounds	63	Apricots	30
Hominy, 50 pounds	1 60	Yellow corn, 675 pounds	8 47
Hops, 33 pounds	2 48	Wheat, 634 pounds	7 61
Crackers, 63 pounds	2 65	Rolled barley, 9,507 pounds	102 71
Macaroni, 63 pounds	4 07	Middlings, 1,051 pounds	10 51
Vermicelli, 8 pounds	57	Hay, 353,326 pounds	1,799 39
Bi-carbonate of soda, 40 pounds	1 60	Straw, 208 bales	83 20
Cream of tartar, 32 pounds	6 38	Black navy tobacco, 80 pounds	22 30
Baking powder, 59 pounds	9 48	Scalping knife tobacco, 25 pounds	8 05
Raisins, 15 pounds	1 40	Cigarette tobacco, 5 pounds	1 45
Currants, 21 pounds	1 36	Cigarette papers, 2 boxes	56
Dried apples, 95 pounds	1 90	Brown soap, 170 pounds	5 50
Prunes, 157 pounds	8 23	Shaving soap, 36 pounds	2 88
Brown sugar, 461 pounds	27 70	Castile soap, 29 pounds	1 01
Crushed sugar, 10 pounds	66	Toilet soap, 16 cakes	5 69
Fine sugar, 274 pounds	20 92	Chemical olive soap, 32½ pounds	1 25
Coffee, 196 pounds	28 23	Bluing, 54½ pounds	6 80
Japan tea, 63 pounds	11 28	Concentrated lye, 40 pounds	2 40
Chocolate, 4 pounds	1 18	Tallow, 48 pounds	1 92
Vinegar, 14½ gallons	1 81	Gasoline, 280 gallons	98 00
Syrup, 72½ gallons	19 57	Coal oil, 238 gallons	52 32
Maple syrup, 8 cans	3 25	Wax tapers, 4 boxes	80
Horseradish, 15 bottles	2 51	Ultramarine blue, dry, 56 pounds	5 32
Tomato catsup, 17 bottles	1 78	Cotton waste, 7 pounds	64
Worcestershire sauce, 18 bottles	3 97	Axle grease, 6 cans	61
Olive oil, 23 bottles	13 52	Cement, 50 pounds	192 50
Black pepper, 10 pounds	1 10	Lime, 13,330 pounds	63 31
Cayenne pepper, 17 bottles	1 38	Chloride of lime, 799 pounds	31 96
Currie powder, 15 bottles	1 85	Iron coal, 199,250 pounds	373 58
Pepper sauce, 29 bottles	2 62	Charcoal, 36 sacks	10 13
Pickles, 10 bottles	2 00	Flax packing, 51 pounds	19 13
Almonds, 6 pounds	76	Wood, 70 cords	276 88
Allspice, 22 cans	2 91	Roots, 15 cords	30 00
Ginger, 40 cans	4 80	Rope, 9 pounds	1 11
Sage, 11 cans	1 60	Twine, 26 pounds	4 71
Cinnamon, 20 cans	2 63	Linen thread, 2 dozen	1 68
Thyme, 6 cans	87	Coats and vests, 2	11 00
Cloves, 10 pounds	4 50	Pants, 2 pair	3 00
Citron, 24 pounds	5 27	Hats, 72	24 00
Corn starch, 24 pounds	1 65	Crash, 5 yards	50
Oysters, 27 cans	4 48	Ticking, 34½ yards	3 25
Sardines, 35 cans	6 83	Lamp chimneys, 72	9 90
Lobsters, 40 cans	6 27	Gas chimneys, 60	2 25
Corned beef, 9 cans	1 46	Looking glasses, 5	62
Table fruit, 40 cans	6 70	Whisky, 12 bottles	13 50

TABLE No. 2—Continued.

Aqua ammonia, 4½ pounds.....	\$1 80	Steel, 326 pounds.....	\$60 31
Buhach, 6 pounds.....	5 40	Galvanized iron, 1 pound.....	8
Bay rum, 4 bottles.....	4 00	Hose coupling, 1.....	33
Florida water, 1 bottle.....	50	Brass butts, 88.....	3 61
Combs, 1.....	92	Files, 66.....	8 48
Sponges, 13.....	12 55	Tacks, 57 papers.....	1 60
Quill toothpicks, 1,000.....	2 15	Nails, 2 kegs.....	5 28
Toilet paper, 12 packages.....	2 50	Rubber hose.....	1
Harness soap, 1 cake.....	25	Washboards, 6.....	1 00
Truss, 1.....	4 00	Bath bricks, 20.....	83
Oil of tar, 2 ounces.....	21	Chalk, 29 dozen.....	2 44
Brooms, 57.....	19 00	Babbitt metal, 71½ pounds.....	4 29
Whisp broom, 1.....	17	Saw blades, 3.....	1 29
Feather dusters, 7.....	14 58	Manilla paper, 25½ pounds.....	4 75
Scrubbing brushes, 9.....	1 49	Transom catches, 11.....	1 83
Corn brush, 1.....	34	Claw hammers, 3.....	1 22
Stable broom, 1.....	42	Iron plate, 263 pounds.....	17 84
Shaving brushes, 6.....	75	Scoops, 2.....	1 37
Horse brush, 1.....	1 50	Grass hook, 1.....	33
Memorandum blocks, 12.....	1 50	Wooden faucet, 1.....	50
Lead pencils, 34.....	1 56	Giant powder caps, 100.....	75
Pens, 4 gross.....	1 50	Sawdust, 25 sacks.....	6 25
Black ink, 9 bottles.....	1 65	Water, 380 feet.....	57 00
Letter copy book, 1.....	1 75		
Blue lead pencils, 6.....	30		\$4,822 97
Letter tablets, 57.....	8 52	Less over-issues.....	47 50
Stop cocks, 2.....	70		
Razors, 4.....	6 00	Total.....	\$4,775 47

REPORT OF THE TURNKEY

OF THE

State Prison at Folsom, California.

Totals.	June
10	10
11	11
12	12
13	13
14	14
15	15
16	16
17	17
18	18
19	19
20	20
21	21
22	22
23	23
24	24
25	25
26	26
27	27
28	28
29	29
30	30
31	31

TABLE No. 1.
Recapitulation of Received and Discharged Prisoners, from July 1, 1886, to June 30, 1887.

MONTH.	By Commitment	By Commitment—United States Prisoner	Returned Convict Witnesses	Escapes Recaptured	Transferred from San Quentin	Total Received	Taken out on New Trial	Discharged per Act and Pardoned	Discharged per Act	Taken out as a Witness	Transferred to San Quentin	Committed	Pardoned	Escaped	Suicided	Red	tal Discharged	mber of Prisoners on hand t close of each month
1886—July	14	1	3	—	—	17	1	6	1	3	—	2	1	1	—	2	17	644
August	10	—	1	—	—	12	—	3	4	1	—	1	—	—	—	1	10	646
September	17	—	—	—	—	17	—	10	2	—	—	1	—	—	—	1	16	647
October	7	—	—	—	—	7	1	6	7	—	—	—	—	—	1	—	17	637
November	14	—	—	—	—	14	—	7	11	—	2	—	—	—	—	—	20	631
December	27	—	—	—	1	28	—	3	5	1	—	—	4	—	—	1	19	640
1887—January	9	—	—	—	—	9	—	8	9	—	—	—	1	—	—	2	24	625
February	10	—	—	1	—	11	—	7	2	—	—	—	—	—	—	2	12	624
March	10	—	—	—	—	10	—	4	5	—	—	—	—	1	—	1	10	624
April	8	—	—	—	—	9	—	10	9	—	—	—	—	—	—	2	21	612
May	11	—	—	1	—	11	—	6	8	1	—	—	—	—	—	1	16	607
June	13	—	—	—	—	14	—	10	6	—	—	—	—	—	—	—	16	605
Totals	150	1	4	3	1	159	2	80	69	4	4	13	8	2	1	15	198	—

TABLE No. 2.

Prisoners Discharged, and on what Days of the Month, from July 1, 1886, to June 30, 1887.

DAY OF MONTH.	July	August	September	October	November	December	January	February	March	April	May	June	Totals
First	1			1	1		1	2	1	1			8
Second	1	1							1	2	1		6
Third			2		2		2						6
Fourth			1		3	1	3	1	1		1		11
Fifth			1	1			1						3
Sixth		1		1		1	1					3	7
Seventh		1	1			1		1		1		2	7
Eighth	1				2			1	1		1		6
Ninth			1		3	1			1	2			8
Tenth				1									1
Eleventh			1		2				1				3
Twelfth	2						1				2		8
Thirteenth	1			1		4						2	8
Fourteenth			1		1								2
Fifteenth			1		1	1	4	2		2		1	12
Sixteenth	2			1	1		1				3	1	9
Seventeenth	4	1					2				1	1	9
Eighteenth					1					1		2	4
Nineteenth	1			1		1				2			5
Twentieth			3			1	1						5
Twenty-first				2									2
Twenty-second								1	1				2
Twenty-third	1						1	1			3		6
Twenty-fourth	1	1		1		1	2	1	2	3			12
Twenty-fifth					2			1		3		1	7
Twenty-sixth	2	2			1		3				1	1	10
Twenty-seventh										1		1	2
Twenty-eighth				2		2					2	1	7
Twenty-ninth				3			1	1					5
Thirtieth		3	4			1				3	1		12
Thirty-first						4			1				5
	17	10	16	17	20	19	24	12	10	21	16	16	198

TABLE No. 3.

Prisoners Received and on what Days of the Month, from July 1, 1886, to June 30, 1887.

DAY OF MONTH.	July	August	September	October	November	December	January	February	March	April	May	June	Totals
First	645					1						1	647
Second	2	1				1							4
Third	1					1		1			1	1	5
Fourth		1	1			1	1					1	5
Fifth		2			2					1			5
Sixth	1			1									2
Seventh	3		2							1			6
Eighth						7	2	1				3	13
Ninth						1				2	1		4
Tenth						2		2	1			1	6
Eleventh			1	1	1		1			1		2	7
Twelfth	1	1				1		2		1			6
Thirteenth			1				1			1			3
Fourteenth			2			1		1	1	1			6
Fifteenth			3		2	1		2	1				9
Sixteenth			1			1							2
Seventeenth	1	2			1						2		6
Eighteenth				2									2
Nineteenth	3			2							1		6
Twentieth						2	1						3
Twenty-first	2					1	1						4
Twenty-second					1		1		2				4
Twenty-third		1			2			1	2				6
Twenty-fourth		3			1			1			3	2	10
Twenty-fifth			3						1				4
Twenty-sixth	2										1		3
Twenty-seventh			1				1				1	1	4
Twenty-eighth				1					1	1	1	1	4
Twenty-ninth			1		2			1					4
Thirtieth			1		2	5						1	9
Thirty-first		1				2			1				4
	661	12	17	7	14	28	9	11	10	9	11	14	803

TABLE No. 4.
Nativity of Prisoners.

UNITED STATES.	Number.	FOREIGN.	Number.
Alabama	2	Azores Islands	2
Arkansas	1	Australia	2
California	108	Austria	3
Connecticut	2	At sea	1
Colorado	2	Belgium	1
Georgia	1	Chili	1
Illinois	16	Canada	7
Iowa	8	China	90
Indiana	1	Denmark	1
Kansas	1	East Indies	1
Kentucky	6	England	27
Louisiana	4	France	6
Massachusetts	23	Germany	32
Missouri	17	Holland	1
Maryland	8	Hungary	1
Maine	7	Ireland	50
Michigan	8	Italy	7
New York	61	Japan	3
North Carolina	1	Mexico	18
Ohio	7	Newfoundland	1
Oregon	1	Nova Scotia	1
Pennsylvania	19	New Brunswick	1
Rhode Island	3	Norway	3
Tennessee	2	Poland	1
Vermont	2	Prussia	4
Virginia	9	Russia	3
West Virginia	3	Scotland	3
Wisconsin	4	Sweden	1
		Switzerland	2
		South Wales	1
		Turkey	1
		West Indies	1
		Isle of Man	1
		Total	278
		RECAPITULATION.	
		United States	327
		Foreign	278
Total	327	Total	605

TABLE No. 5.

Classification of Crimes, and by Whom Committed.

CRIME.	By Citi- zens of United States.	By For- eigners.	Totals.	CRIME.	By Citi- zens of United States.	By For- eigners.	Totals.
Arson, second degree	2	1	3	Embezzlement	1	---	1
Attempt arson, and arson second degree	1	---	1	Felony	3	---	3
Arson, second degree, and burglary, second degree	1	---	1	Forgery	4	5	9
Attempt burglary	2	---	2	Forgery, and prior	1	---	1
Attempt crime against nature	2	6	8	Felony, and \$1,000 fine	1	---	1
Attempt arson, second degree	---	---	---	Grand larceny	50	45	95
Attempt to bribe	---	1	1	Grand larceny, and prior	5	2	7
Attempted grand larceny	1	---	1	Grand larceny, and burglary	1	---	1
Attempted burglary, second degree	1	---	1	Grand larceny, and felony	1	---	1
Assault deadly weapon	---	7	7	Grand larceny, and forgery	---	---	---
Assault deadly weapon, and \$1,000 fine	1	---	1	Grand larceny, and commitment of two years to	---	1	1
Assault deadly weapon, and prior	---	3	3	San Quentin	---	---	---
Assault to murder	4	9	13	Illegal voting	---	---	---
Assault to murder, and assault deadly weapon	1	---	1	Infamous crime against nature	2	2	4
Assault to murder, and prior	---	---	---	Larceny, first degree	1	---	1
Assault to murder, and burglary, first degree	---	1	1	Murder	2	3	5
Assaulting United States mail carrier, and rob- bing United States mail	---	---	---	Murder, first degree	22	22	44
Assault to rape	3	1	4	Murder, second degree	13	8	21
Assault to rob	2	---	2	Manslaughter	2	5	7
Assault to rob, and prior	2	1	3	Perjury	8	15	23
Burglary	16	7	23	Petit larceny, and prior	1	---	1
Burglary, first degree	50	48	98	Possessing counterfeit coins	1	---	1
Burglary, second degree	47	45	92	Presenting false claim	3	---	3
Burglary, first degree, and prior	13	5	18	Rape	2	1	3
Burglary, second degree, and prior	2	2	4	Receiving stolen goods	34	17	51
Burglary, first degree, and grand larceny	1	---	1	Robbery	2	---	2
Burglary, first and second degrees, and grand lar- ceny	---	---	---	Robbery, and prior	1	---	1
Burglary, first and second degrees	---	1	1	Robbing United States mail	1	---	1
Burglary, second degree, and grand larceny	1	2	3	Forgery and burglary	1	---	1
Desertion and theft	1	---	1	Compounding a felony	1	---	1
Extortion	1	---	1	Totals	327	278	605

TABLE No. 6.
Classification of Crimes.

	Number.		Number.
<i>Against Life.</i>			
Murder	5	Infamous crime against nature.....	4
Murder of the first degree.....	44	Attempted crime against nature.....	2
Murder of the second degree.....	21	Rape	4
Manslaughter	13	Total	16
Assault with intent to commit murder.....	16	<i>Against Property.</i>	
Assault with a deadly weapon.....	11	Arson	5
Assaulting United States mail carrier.....	1	Attempted arson	1
Total	111	Attempted burglary.....	9
<i>Against Person and Property.</i>		Burglary	239
Assault to rob.....	6	Attempted larceny (grand).....	1
Robbery.....	54	Larceny (grand).....	106
Total	60	Larceny (petit).....	23
<i>Against Person.</i>		Forgery	12
Assault to rape.....	3	Miscellaneous	10
Felony	3	Total	406
		Against public justice.....	8
		Miscellaneous	4
		Total	12

RECAPITULATION.

Classification.	By Persons Born in the United States.	By Persons Born in Foreign Countries.	Totals.
Offenses against life.....	52	59	111
Offenses against the person.....	2	1	3
Offenses against decency and morality.....	9	4	13
Offenses against the person and property.....	40	19	59
Offenses against property.....	220	188	408
Offenses against public justice.....	2	6	8
Miscellaneous.....	2	1	3
Totals.....	327	278	605

TABLE No. 7.

Terms of Imprisonment.

Term.	Number.	Term.	Number.
One year.....	24	Eleven years.....	1
One and one quarter years.....	1	Twelve years.....	17
One and one half years.....	13	Fourteen years.....	13
One and three quarters years.....	1	Fifteen years.....	23
One and two thirds years.....	1	Sixteen years.....	4
Two years.....	34	Seventeen years.....	1
Two years and \$1,000 fine.....	1	Eighteen years.....	2
Two and one half years.....	8	Twenty years.....	8
Three years.....	39	Twenty-two years.....	2
Three and one half years.....	4	Twenty-five years.....	10
Four years.....	35	Twenty-eight years.....	1
Four and one half years.....	1	Twenty-nine years.....	1
Four and three quarters years.....	1	Thirty years.....	2
Five years.....	116	Thirty-four years.....	1
Five years and \$1,000 fine.....	1	Forty years.....	3
Five years and commitment of two years to San Quentin.....	1	Forty-two years.....	1
Six years.....	26	Fifty years.....	4
Seven years.....	27	Fifty-five years.....	1
Eight years.....	27	Sixty years.....	1
Nine years.....	6	Seventy-three years.....	1
Nine and eleven twelfths years.....	1	Life.....	56
Ten years.....	84	Total.....	605

TABLE No. 8.

Number of Terms.

Terms (State Prisons only).	Number.	Terms (inclusive of all Prisons).	Number.
Prisoners serving first term.....	394	Prisoners serving first term.....	245
Prisoners serving second term.....	120	Prisoners serving second term.....	189
Prisoners serving third term.....	51	Prisoners serving third term.....	105
Prisoners serving fourth term.....	25	Prisoners serving fourth term.....	39
Prisoners serving fifth term.....	9	Prisoners serving fifth term.....	10
Prisoners serving sixth term.....	2	Prisoners serving sixth term.....	4
Prisoners serving seventh term.....	3	Prisoners serving seventh term.....	4
Prisoners serving ninth term.....	1	Prisoners serving eighth term.....	2
Total.....	605	Prisoners serving ninth term.....	2
		Prisoners serving eleventh term.....	3
		Prisoners serving twelfth term.....	2
		Total.....	605

TABLE No. 9.
Age of Prisoners.

AGE.	Number.	AGE.	Number.
Twelve years.....	1	Forty-four years.....	6
Fifteen years.....	1	Forty-five years.....	8
Sixteen years.....	1	Forty-six years.....	13
Seventeen years.....	2	Forty-seven years.....	10
Eighteen years.....	6	Forty-eight years.....	9
Nineteen years.....	11	Forty-nine years.....	8
Twenty years.....	14	Fifty years.....	8
Twenty-one years.....	20	Fifty-one years.....	5
Twenty-two years.....	18	Fifty-two years.....	3
Twenty-three years.....	15	Fifty-three years.....	6
Twenty-four years.....	34	Fifty-four years.....	4
Twenty-five years.....	24	Fifty-five years.....	2
Twenty-six years.....	20	Fifty-six years.....	4
Twenty-seven years.....	29	Fifty-seven years.....	5
Twenty-eight years.....	25	Fifty-eight years.....	4
Twenty-nine years.....	20	Fifty-nine years.....	6
Thirty years.....	23	Sixty years.....	2
Thirty-one years.....	20	Sixty-one years.....	3
Thirty-two years.....	32	Sixty-two years.....	3
Thirty-three years.....	19	Sixty-three years.....	1
Thirty-four years.....	19	Sixty-four years.....	3
Thirty-five years.....	20	Sixty-five years.....	1
Thirty-six years.....	19	Sixty-six years.....	2
Thirty-seven years.....	18	Sixty-eight years.....	1
Thirty-eight years.....	12	Seventy years.....	2
Thirty-nine years.....	14	Seventy-three years.....	1
Forty years.....	17	Seventy-six years.....	1
Forty-one years.....	10		
Forty-two years.....	10	Total.....	605
Forty-three years.....	10		

TABLE No. 10.
Previous Occupation of Prisoners.

OCCUPATION.	Profi- cient.	Fair.	Poor.	Totals.
Actor			1	1
Architect	1			1
Baker	2	4	1	7
Butcher	2	1	1	4
Blacksmith	7	4	1	12
Broom-maker	1			1
Boatman	2	1		3
Boiler-maker	2		1	3
Barber	2	6	3	11
Bookkeeper	3	2	3	8
Book agent	1			1
Bookbinder			1	1
Boot-maker		1		1
Brakesman	1	1		2
Bricklayer	2	1		3
Barkeeper	1	2	4	7
Bootblack	1			1
Button-maker		1		1
Clerk	4	1	4	9
Cook	10	20	19	49
Cigar-maker	2	1		3
Carpenter	5	3	7	15
Cabinet-maker	1		1	2
Chairmaker		1		1
Cable telegraph operator		1		1
Constable		1		1
Carriage-body maker		1		1
Civil engineer	1			1
Druggist			2	2
Dairyman	1			1
Engineer	3	3	1	7
Engineer and interpreter	1			1
Fireman	2	4	1	7
Farmer	6	12	11	29
Fish peddler	1			1
Fisherman	1			1
Fancy wool washer	1			1
Gardener	3	2	1	6
Glass blower		2		2
Gasfitter		1		1
Hostler	4	7	2	13
Horseshoer	1	2		3
Harness-maker	1	3		4
Iron bridge builder		1		1
Interpreter			1	1
Jockey	2			2
Journalist			1	1
Locksmith		1	1	2
Lumberman	1			1
Laundryman	10	8		18
Lead smelter		1		1
Lithographer			1	1
Moulder		2		2
Miner	9	5	2	16
Millwright			1	1
Merchant		1	1	2
Marble cutter	1			1
Machinist	1	4		5
No occupation	5			5
Painter	5	9	2	16
Physician		2		2
Peddler		1		1
Pipe-maker		1		1
Printer	1	2	1	4
Pastry cook	2			2
Plumber		1	2	3

TABLE No. 10—Continued.

OCCUPATION.	Profi- cient.	Fair.	Poor.	Totals.
Plasterer.....	1			1
Pressman.....		1		1
Paper decorator.....		1		1
Quarryman.....		1		1
Reporter.....		1		1
Railroad employé.....	2	2		4
Ragpicker.....	2			2
Sailor.....	10	6	1	17
Stonecutter.....		2		2
Salesman.....		1	1	2
Saddler.....	1			1
Servant.....		1		1
Steward.....			2	2
Sawyer.....		1		1
Stone mason.....	1			1
Soldier.....	2			2
School teacher.....	1			1
Sheep herder.....			1	1
Sailmaker.....		4		4
Shoe cutter.....		2		2
Shoe-maker.....	5	7	3	15
Shoefitter.....	1			1
Silver smelter.....			1	1
Surveyor.....		1		1
Sport.....			1	1
Sheep-shearer.....		1		1
Saloon keeper.....	1			1
Sewing machine machinist.....		1		1
Tailor.....	2	5	4	11
Tinsmith.....	3	1		4
Teamster.....	4	8	4	16
Turner.....		1		1
Tanner.....			1	1
Tool dresser.....		1		1
Upholsterer.....	1	1		2
Vaquero.....	4		1	5
Valet.....			1	1
Waiter.....	12	17	1	30
Wool washer.....		1		1
Woodchopper.....	2			2
Watchman.....			1	1
Weaver.....	1			1
Wood carver.....		1		1
Common laborer.....	88	30	20	138
Totals.....	257	227	123	605

TABLE No. 11.

Statistics of environments as compiled from statements of prisoners. Details of their habits, relations, and conditions prior to their arrest and conviction, and the causes that led thereto.

	Number.		Number.
<i>Color.</i>		<i>Religious Denomination.</i>	
White	435	Catholic (Roman)	251
Black	13	Catholic (Greek)	2
Indian	7	Baptist	25
Mongolian (Chinese)	90	Episcopal	22
Mongolian (Japanese)	2	Lutheran	28
Mongolian (Indian)	4	Methodist	60
Indo-Caucasian	47	Presbyterian	19
Mulatto	7	Universalist	23
Total	605	Moravian	2
		Hebrew	2
		Mormon	2
		Pagan	88
		Irreligious	81
<i>Residence.</i>		Total	605
Residents of State	349		
Non-residents of State (land)	252	<i>Conjugal Relations.</i>	
Non-residents of State (sea)	4	Married	57
Total	605	Married and separated	24
		Widower	39
<i>Moral Relations.</i>		Single	485
Intemperate	172	Total	605
Moderate	65		
Temperate	263	<i>Social Relations.</i>	
Opium users	105	Parents living	201
Total	605	Parents dead	184
		Father living	22
<i>Educational.</i>		Mother living	38
Read, write, and cipher (English)	225	No knowledge of parents	160
Read and write (English)	50	Total	605
Read only (English)	19		
Read and write (English and Foreign)	52	<i>Age When Parents Died.</i>	
Read and write (Foreign only)	90	Under 10 years when father died	31
Read only (Foreign)	98	Over 10 years when father died	39
Illiterate	71	Over 18 years when father died	60
Total	605	Under 10 years when mother died	38
		Over 10 years when mother died	44
<i>Schools.</i>		Over 18 years when mother died	32
Public schools	378	Parents that are not dead	184
Private schools	114	No knowledge of death of parents	177
College	15	Total	605
Self-educated	27		
No school	71	<i>Soldiers or Sailors.</i>	
Total	605	Served in United States Army	28
		Served in United States Navy	9
<i>Attending Church.</i>		Served in Confederate Army	2
Regular	145	Served in Confederate Navy	1
Irregular	291	Served in State Militias	41
Never	169	Served in German Army	18
Total	605	Served in English Army	4
		Served in English Navy	3
<i>At Sunday School.</i>		Served in Italian Army	6
Regular	145	Served in Mexican Army	4
Irregular	291	Served in other foreign armies and navies	31
Never	169	Been in military school	1
Total	605	Served in no branch of service	457
		Total	605

TABLE No. 11—Continued.

	Number.		Number.
<i>How Crime was Committed.</i>			
Alone	454	For assaults to murder	\$20,000
With accomplices	151	For assaults deadly weapon	3,000
Total	605	For robbery and assaults to rob	45,000
		For rape and assaults to rape	8,000
		For miscellaneous crimes	16,000
		For transportation	15,000
<i>Where Living when Crime was Committed.</i>		Total	\$368,500
		<i>Cause of Crime.</i>	
Living in city	312	Crime caused by liquor	172
Living in town	91	Crime caused by destitution	96
Living in country	66	Crime caused by bad associates	260
Wandering from place to place	136	Crime caused by sudden impulses	52
Total	605	Crime caused by ignorance	20
		Crime caused by wrongs inflicted (real or imaginary)	5
<i>Time of Committing Crime.</i>		Total	605
By night	247	<i>Cause of Committing Crime.</i>	
By day	358	Professional criminals	226
Total	605	Destitution	96
		Liquor	132
<i>Place of Committing Crime.</i>		Opium	87
House of business (mercantile)	69	Women	19
House of business (monetary)	12	Uncontrollable impulses	12
Private residence	101	Ignorance	23
Public residence (hotels, etc.)	94	Bestial passions	6
Highways (railroad and stage routes)	26	Resistance	4
Highways (common roads, etc.)	13	Total	605
Saloons	100		
Miscellaneous places	190		
Total	605	<i>Plea.</i>	
<i>Estimated Amount of Property Stolen.</i>		Pleaded guilty	330
By forgeries	\$18,000	Pleaded not guilty	275
By burglaries	50,000	Total	605
By robberies	17,000		
By false representations	85		
By false claims	200		
By larcenies (grand)	18,000	Pleaded guilty because had neither money nor friends	112
By larcenies (petit)	65	Pleaded guilty to save disgrace of friends	1
By receiving stolen goods	500	Pleaded guilty through ignorance of the law	36
Total	\$103,850	Pleaded guilty in order to mitigate the penalty	120
<i>Estimated Damages Inflicted.</i>		Pleaded guilty because of prior conviction	40
By arson	\$12,000	Pleaded guilty to avoid prosecution for other crimes	19
By burglarious operations	39,000	Pleaded guilty to murder	2
Miscellaneous	5,000	Pleaded not guilty to murder	82
Total	\$56,000	Pleaded not guilty to assault to murder	18
<i>Estimated Cost of Conviction and Transportation.</i>		Pleaded not guilty because had money and friends	175
For murder	\$170,000	Total	605
For burglary	87,000		
For arson	4,500		

TABLE No. 11—Continued.

	Number.		Number.
<i>Industrial Relations.</i>			
		Can earn \$140 per month.....	4
		Can earn \$120 per month.....	9
Trades (multiple).....	60	Can earn \$100 per month.....	1
Trades (single).....	360	Can earn \$90 per month.....	3
Knowledge of trade.....	17	Can earn \$80 per month.....	21
No trade (laborer).....	138	Can earn \$70 per month.....	23
No trade (vagrant).....	11	Can earn \$60 per month.....	21
Professions.....	19	Can earn \$50 per month.....	35
		Can earn \$40 per month.....	55
Total.....	605	Can earn \$30 per month.....	61
		Can earn \$20 per month.....	110
<i>Ability to Gain Livelihood.</i>		Can earn \$10 per month.....	180
		Can earn \$5 per month.....	15
Can earn \$200 per month.....	1	Can earn \$0 per month.....	20
Can earn \$190 per month.....	1	A burden to the State.....	39
Can earn \$180 per month.....	2		
Can earn \$170 per month.....	1	Total.....	605
Can earn \$160 per month.....	3		

TABLE No. 12.

From what Counties Committed and in what Years.

COUNTIES.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	Totals.
Alameda		1				1	3	1		7	7	14	3	37
Alpine											1			1
Amador							4	1	1			1	1	4
Butte							1				3	7	1	15
Colusa					1				3	1	3	2		10
Contra Costa					1							1		2
El Dorado					1	1			1		1	5		9
Fresno						1		1	1				1	4
Kern								1		1				2
Lake						1						1		2
Los Angeles							1		4			5	2	12
Marin							1							1
Mendocino											2	3		5
Merced											1	1		2
Modoc										1				1
Monterey			1			1			1				1	4
Napa								1		1				2
Nevada						1	2	2		2	2		1	10
Placer										1				1
Plumas				1					1					2
Sacramento								2	2	18	21	23	14	80
San Bernardino									1		2		1	4
San Diego											1			1
San Francisco	1				1	5	6	4	26	55	73	55	15	241
San Joaquin						1	1	1	1		5	13	7	29
San Luis Obispo										2	3	3		8
San Mateo												1		1
Santa Barbara										1	5	4	1	11
Santa Clara								1	2	2	2	8	2	17
Santa Cruz									1				1	2
Shasta			1										2	3
Sierra						1	1							2
Siskiyou								1						1
Solano								1		6	1	1	1	10
Sonoma				1			1				2			4
Stanislaus							1		2	1	2			6
Sutter												1		1
Tehama									3	2	2	1	1	9
Trinity									1	1	1		1	4
Tulare				1								1		2
Tuolumne							1		1		1			3
Ventura										2	3	6	1	12
Yolo								1	1	1	1	6	3	13
Yuba									1	1	4	4	1	11
District of California										1	1	1		3
Alcatraz Island												1		1
Totals	1	1	2	3	3	13	23	18	54	107	150	169	61	605

TABLE No. 13.

Industrial and Criminal Life of Prisoners. Years passed in Industrial Pursuits.

Years passed in Criminal Pursuits.	1 to 2	2 to 4	4 to 6	6 to 8	8 to 10	10 to 15	15 to 20	20 to 30	30 to 40	40 to 50	Totals
20 to 25				1	3	2	1	2	1		10
15 to 20	4	4	1		4	5	10	6	1		43
10 to 15	5	4	4	2	5	7	7	1			35
8 to 10	6	3	9	3	10	11	11	3			56
7 to 8	3	2	3	3	3	6	2	3	1		26
6 to 7	4	1	4	3	6		2	1	2	1	24
5 to 6	9	5	5	4	5	7	2	1	2	2	42
4 to 5	2	2	4	2	6	6	5	5	1		33
3 to 4	9	4	3	1	4	7	3	1	2		34
2 to 3	4	13	10	7	10	21	16	16	5	2	104
1 to 2	26	18	21	17	19	32	25	18	8	4	198
Totals	71	56	64	47	76	109	80	59	23	9	605

TABLE No. 14.

Amount of Days in Different Occupations.

MONTHS.	Productive Class.	Non-Productive Class (useful).	Non-Productive Class (useless).	Total Number Days.
1886—July	14,508	4,371	1,085	19,964
August	14,570	4,309	1,147	20,026
September	14,100	4,230	1,080	19,410
October	14,229	4,371	1,141	19,747
November	13,560	4,320	1,050	18,930
December	14,198	4,464	1,178	19,840
1887—January	13,671	4,681	1,023	19,375
February	12,376	4,088	1,008	17,472
March	13,516	4,867	961	19,344
April	12,360	5,010	990	18,360
May	13,106	4,495	1,116	18,717
June	12,630	4,290	1,230	18,150
Totals	162,824	53,496	13,015	229,335

TABLE No. 15.

Terms served in State Prisons and other Public Institutions.

TERMS SERVED IN OTHER PRISONS THAN FOLSOM.		First Term in Folsom by Transfer from San Quentin	Second Term in Folsom by Transfer from San Quentin	First Term in Folsom by Original Commitment—Served Terms Elsewhere	Second Term in Folsom by Original Commitment—Served Terms Elsewhere	First Term in Folsom by Original Commitment—Served One Term in San Quentin	First Term in Folsom by Original Commitment	Second Term in Folsom by Original Commitment	First Term in Folsom by Transfer from San Quentin, has Served Terms in Other Prisons	Totals
Served eight terms in San Quentin	2	5	1	3	1	1	1	1	1	1
Served six terms in San Quentin	5	6	1	1	4	1	1	1	1	3
Served five terms in San Quentin	18	30	1	10	4	1	1	1	1	5
Served four terms in San Quentin	18	30	1	33	10	1	1	1	1	11
Served three terms in San Quentin	30	30	1	76	9	1	1	1	1	18
Served two terms in San Quentin					9					60
Served one term in San Quentin					9					115
Served two terms in other States' penitentiaries							2	2		2
Served one term in other States' penitentiaries							5	5		6
Served four terms in San Francisco House of Correction					1	1	1	1		2
Served three terms in San Francisco House of Correction				14	1					6
Served two terms in San Francisco House of Correction				54						14
Served one term in San Francisco House of Correction				32						54
Served one or more terms in County Jails				18						32
Been incarcerated in Insane Asylum				4						18
Only to Folsom committed							241	19		4
Totals	61	1	249	19	1	250	19	4	1	605

TABLE No. 16.

Showing the Number of Prisoners in the State Prison at Folsom June 30, 1887, under Commitment for Murder in the First Degree, in what Years Committed, and from what Counties.

COUNTIES.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	Totals.
Alameda								1			1
Amador					1	1					2
Butte				2				1	1		4
Colusa						1		2	1		4
El Dorado		1							1		2
Lake			1						1		2
Los Angeles				1		2					3
Marin				1							1
Mendocino									1		1
Modoc							1				1
Nevada				1	2						3
Placer							1				1
San Francisco		1				3		2		1	7
Sacramento					1		1	1			3
San Bernardino										1	1
Santa Barbara									1		1
Santa Clara						1					1
Sierra			1	1							2
Siskiyou					1						1
Sonoma				1							1
Stanislaus				1							1
Tehama						1					1
Tulare	1										1
Yolo						1	1				2
Yuba						1					1
Totals	1	2	2	8	5	11	4	7	6	2	48

TABLE No. 17.

Showing the Number of Prisoners in the State Prison at Folsom June 30, 1887, under Commitment for Murder of the Second Degree, what Years Committed, and from what Counties.

COUNTIES.	1875.	1879.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	Totals.
Alameda						1				1
Butte			2							2
Contra Costa		1								1
El Dorado					1					1
Fresno				1						1
Kern				1						1
Los Angeles								1		1
Mendocino							1			1
Plumas					1					1
San Francisco		1					2	1		4
Sacramento					1					1
San Luis Obispo							1			1
Santa Cruz									1	1
Stanislaus					2					2
Tuolumne							1			1
Yolo				1						1
Yuba							1			1
Totals	1	1	2	3	5	1	6	2	1	22

This table is inclusive of one prisoner, namely, Juan Duarte, No. 1352, under commitment for murder and sentenced to seventy-three years.

TABLE No. 18.

Showing the Number of Prisoners in the State Prison at Folsom, June 30, 1887, under Commitment for Manslaughter, in what Years Committed, and from what Counties.

COUNTIES.	1881.	1883.	1884.	1885.	1887.	Totals.
Colusa.....		2	1			3
Nevada.....				2		2
San Francisco.....	1	1				2
San Joaquin.....				1		1
San Luis Obispo.....				1		1
Solano.....				1		1
Stanislaus.....			1			1
Yolo.....					2	2
Totals.....	1	3	2	5	2	13

TABLE No. 19.

Showing the Number of Prisoners in the State Prison at Folsom June 30, 1887, under Commitment for Felonious Assaults, in what Years Committed, and from what Counties.

COUNTIES.	1878.	1880.	1883.	1884.	1885.	1886.	1887.	Totals.
Alameda.....						2		2
Alpine.....					1			1
Colusa.....						1		1
El Dorado.....						1		1
Los Angeles.....						1		1
Merced.....					1			1
Plumas.....	1							1
San Francisco.....		1	2	3	1	6		13
Sacramento.....				1			1	2
San Joaquin.....					1			1
San Luis Obispo.....						1		1
Santa Barbara.....				1	2		1	4
Santa Clara.....					1	1		2
Solano.....						1		1
Stanislaus.....					1			1
Tehama.....			1	1		1		3
Trinity.....			1	1	1			3
Tuolumne.....			1					1
Ventura.....						1		1
Yuba.....			1	1			1	2
District of California.....					1	1		2
	1	1	5	8	10	17	3	45

TABLE No. 20.
Offenses against Life.

YEARS COMMITTED.	Murder First Degree.	Murder.	Murder Sec- ond Degree.	Man- slaughter.	Felonious Assaults.	Totals.
Committed in year 1875...			1			1
Committed in year 1878...	1				1	2
Committed in year 1879...	2		1			3
Committed in year 1880...	1	1				2
Committed in year 1881...	7	1	2	1		11
Committed in year 1882...	5		3			8
Committed in year 1883...	11		5	2	3	21
Committed in year 1884...	2	2	1	2	4	11
Committed in year 1885...	7		6	5	6	24
Committed in year 1886...	6	1	1	1	11	20
Committed in year 1887...	2		1	2	3	8
Totals	44	5	21	13	28	111

TABLE No. 21.
Occupation of Productive Class of Prisoners.

Where Employed.	July, 1886.	August, 1886.	Septem- ber, 1886.	October, 1886.	Novem- ber, 1886.	Decem- ber, 1886.	January, 1887.	Februa- ry, 1887.	March, 1887.	April, 1887.	May, 1887.	June, 1887.
Carpenter shop.....	11	10	10	10	9	9	9	10	10	9	9	12
Blacksmith shop (steel).....	32	32	32	33	33	33	33	33	33	34	34	34
Blacksmith shop (iron).....	4	4	4	4	5	4	4	4	5	5	5	5
Blacksmith shop (new building).....	2	2										
Harness shop.....	1	1	1	1	1	1	1	1	1	1	1	1
Paint shop.....	3	3	3	3	3	3	3	3	3	3	3	3
Tin shop.....	2	2	2	2	2	2	2	2	2	2	2	2
Plumbers.....	2	2	2	2	2	2	2	2	2	2	2	2
Engineer department.....	10	10	10	10	10	10	10	10	9	9	9	9
Road builders.....	5	7	7	7	9	10	8	7	8	7	6	5
Gardeners (flower).....	14	14	15	14	16	16	16	16	16	16	16	16
Gardeners (vegetable).....	15	15	14	10	8	9	11	12	13	14	14	14
Gardeners (on farm).....									5	6	5	5
Brush cleaners and grubbers.....	7	7	8	12	12	13	11	10	10	8	7	3
Wood cutters.....	8	9	12	13	14	16	17	12	11	10	8	8
Teamsters.....	16	16	16	17	16	16	16	16	15	16	16	16
Dairymen, sheepherders and live stock.....	2	2	3	3	3	3	3	3	3	3	3	3
Track and freight gang.....	7	6	7	9	8	10	9	8	8	8	10	10
Riggers.....	1	1	1	1	1	1	1	1	1	1	1	1
Building foot-wall.....	6	6	6	6	6							
Building addition to prison.....	13	14					11	13	13	13	10	
Building north wall.....	4	6					5	10	12	12		
Building new iron roof.....												
Stonecutters.....	101	105	107	105	101	101	110	115	101	98	99	99
Tool carriers.....	13	14	15	14	14	13	14	15	14	14	14	13
Derrick men and stone bankers.....	10	10	10	10	10	10	10	10	10	10	10	10
Drillers and chainers, green derrick quarry.....	50	40	50	50	90	90	70	70	70	60	80	60
Drillers and chainers, brown derrick quarry.....	40	32	35	32	53	59	45	47	50	40	47	38
Cart loaders and shovellers.....	20	21	25	20	10	15	10	5	5	4	4	4
Graders on north bank.....	13	10	15	14	8	5						
Building tower on river.....	2	2	2									
Cleaners in yard.....	6	6	8	8	8	7	8	7	6	7	6	6
Paving-block makers.....	48	50	50	50								
Hay makers.....												
Totals.....	468	470	470	459	452	458	441	442	435	412	426	421

Occupation of Non-Productive Class of Prison Laborers.

WHERE EMPLOYED.	July, 1886.	August, 1886.	Septem- ber, 1886.	October, 1886.	Novem- ber, 1886.	Decem- ber, 1886.	January, 1887.	February, 1887.	March, 1887.	April, 1887.	May, 1887.	June, 1887.
Warden's house.....	4	4	4	4	4	4	4	4	4	4	4	4
Warden's office.....	1	1	1	1	1	1	1	1	1	1	1	1
Clerk's office.....	2	2	2	2	2	2	2	2	2	2	2	2
Commissary.....	4	4	4	4	4	4	4	4	4	4	4	4
Commandant's office.....	5	5	5	5	5	5	5	5	5	5	5	5
Turnkey's office.....	2	2	2	2	2	2	2	2	2	2	2	2
Officers' quarters.....	2	2	2	2	2	2	2	2	2	2	2	2
Officers' and guards' dining-room and kitchen.....	9	9	9	8	9	9	9	8	9	9	9	9
Prisoners' dining-room and kitchen.....	33	32	33	34	33	34	35	35	34	35	35	35
Incapables.....	17	18	18	17	15	18	16	19	14	13	15	15
Incapables (by vaccination).....	3	3	3	4	5	4	6	6	1	20	5	5
Hospital and dispensary.....	4	4	4	4	5	4	4	4	4	4	4	4
Tailor shop.....	5	5	5	5	5	6	6	6	5	5	5	5
Shoe shop.....	1	1	2	1	1	1	1	1	1	1	1	1
Butcher shop.....	4	4	4	4	4	4	4	4	4	4	4	4
Gate tenders.....	4	4	4	4	4	4	4	4	4	4	4	4
In confinement as punishment.....	3	4	2	2	2	2	1	1	2	3	2	4
In confinement as incorrigible.....	14	14	15	16	16	17	16	15	14	16	18	21
Whitewashers.....	7	6	6	7	8	6	7	7	7	8	7	6
Assistants to officers inside prison.....	3	3	3	3	3	3	3	3	3	3	3	3
Cell tenders.....	9	9	10	10	11	11	11	10	10	11	10	10
Cleaners and closet men.....	10	10	10	10	9	9	10	9	9	9	9	9
Lamplighters.....	2	2	2	3	3	3	3	3	3	3	3	3
Library.....	1	1	1	1	1	1	1	1	1	1	1	1
Stable.....	3	3	3	3	3	3	3	3	3	3	3	3
Laundry.....	11	11	11	11	11	12	12	12	12	12	12	12
Warden's laundry.....	2	2	2	2	2	2	2	2	2	2	2	2
Sweepers and cleaners in yard.....	8	8	8	6	7	7	7	7	8	8	7	7
Barbers.....	4	4	4	4	4	4	5	5	5	5	5	5
Gas house.....	1	1	1	1	1	1	1	1	1	1	1	1
Shirt makers.....	2	2	2	1	1	1	1	1	1	1	1	1
Totals.....	176	176	177	178	179	182	184	182	188	200	181	184

TABLE No. 23.

Monthly Issues of Clothing to Prisoners for Year beginning July 1, 1886, and ending June 30, 1887.

KIND.	July, 1886.	August, 1886.	September, 1886.	October, 1886.	November, 1886.	December, 1886.	January, 1887.	February, 1887.	March, 1887.	April, 1887.	May, 1887.	June, 1887.	Totals.
Pants (convict) -----	55	129	116	120	100	54	130	62	29	179	90	101	1,253
Pants (convict, office) -----	7	4	3	9		9	13	7	5	2	7	2	68
Shirts (convict) -----	101	82	124	105	123	69	118	55	60	128	82	80	1,127
Shoes (convict) -----	101	83	93	110	83	33	99	61	51	85	51	56	906
Hats (convict) -----	121	20	27	247	156	36	52	22	27	89	60	15	872
Check shirts -----								22	45	6	60	14	147
Underclothing, Canton flannel, by suits.								24	118	10	13	17	1,347
Shoes (convict, office) -----	9	8		9	696	456	13	24	8	8	4	4	69
Boots -----	5	1	3		5	8	5	1	1	2	3		44
Pants (citizen), part reissue.	10	8	15	13	6	11	5	3	9	19	14	16	170
Coats (citizen) -----	10	8	12	5	14	2	22	14	14	14	10	16	123
Vests (citizen) -----	10	8	12	5	14	2	4	14	14	14	10	16	123
Shirts (citizen), reissue.	10	8	15	13	18	17	22	9	9	19	14	16	170
Hats (citizen), reissue.	10	8	15	13	18	17	22	9	9	19	14	16	170
Shoes (citizen) -----	8	7	13	12	18	15	17	8	7	16	10	14	145
Boots (citizen) -----	2	1	2	1		2	5	1	1	2	4	2	25
Blankets (pairs) -----	1,288	44	68	28	56	650	1,922	55	18	44	50	56	2,366
Socks (pairs) -----	1,200	44	68	28	56	56		22	20	9	22	28	2,775

TABLE No. 24.

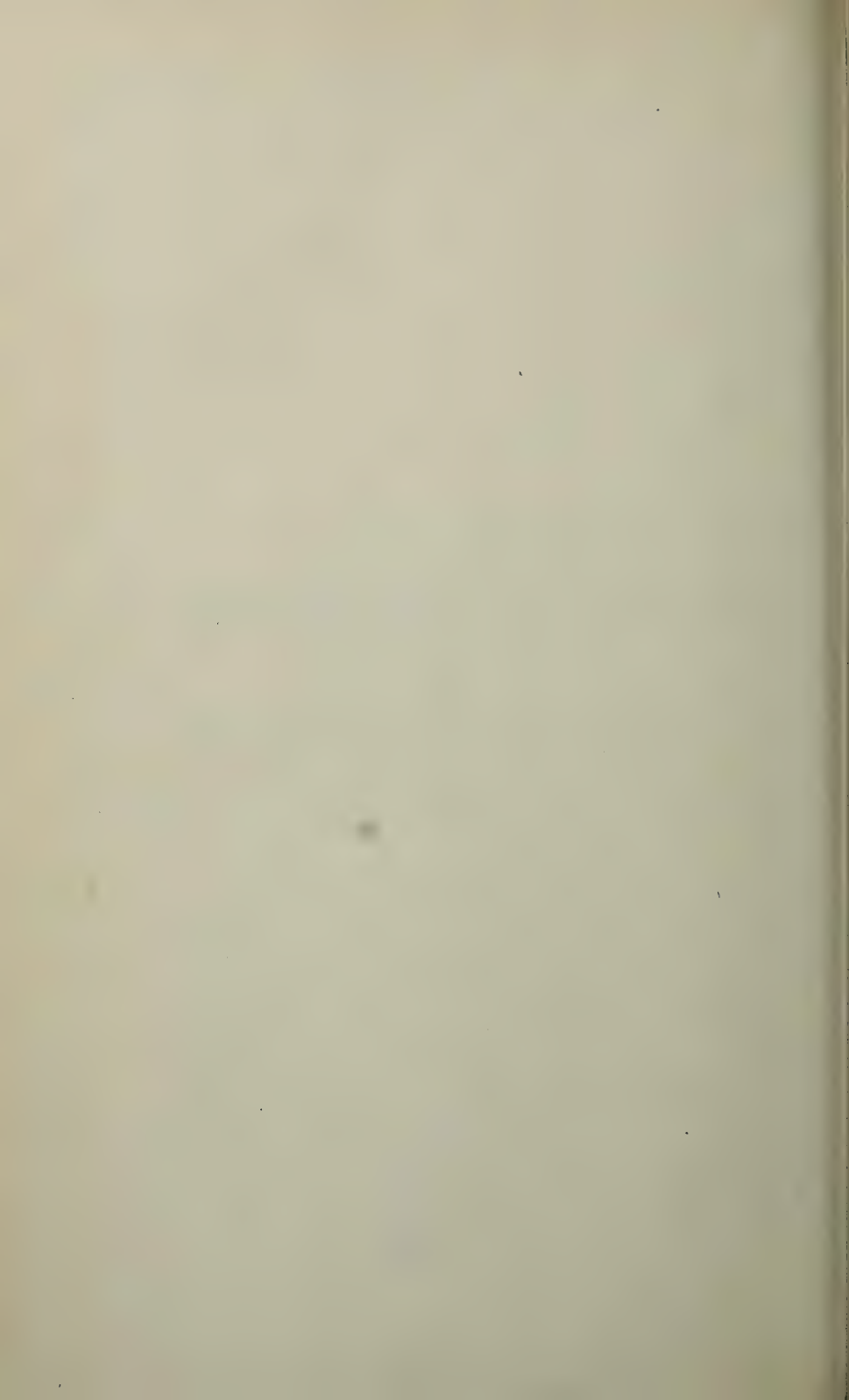
KIND OF BOOKS IN LIBRARY.	In Good Condition.	In Bad Condition.	Totals.
Bibles and Testaments	36	-----	36
Biography	4	4	8
History (American)	6	2	8
History (Foreign)	4	-----	4
Periodicals (Atlantic Monthly)	210	11	221
Periodicals (Scribners')	70	16	86
Periodicals (Harper's Monthly)	30	9	39
Romance	150	48	198
Poetry	8	-----	8
Religious works (Protestant)	50	26	76
Religious works (Catholic)	-----	4	4
School books	100	-----	100
Scientific works	4	2	6
Totals	672	122	794
<i>Newspapers Contributed.</i>			
Monitor (Weekly)	4	-----	4
Pacific (Weekly)	1	-----	1
San Francisco Bulletin (Weekly)	1	-----	1
New York Christian Armory (Monthly)	4	-----	4
Totals	10	-----	10
PRISONERS UNDER INSTRUCTION.	Fairly.	Indifferently.	Totals.
Number prisoners learning to read and write (Americans) ..	31	9	40
Number prisoners learning to read and write (Chinamen) ..	11	8	19
Number prisoners learning to read and write (Indians) ...	2	4	6
Number prisoners learning to read and write (Mexicans) ..	10	10	20
Number prisoners learning to read and write (Negroes) ...	4	1	5
Number prisoners learning to read and write (Austrians) ..	1	1	2
Number prisoners learning to read and write (Italians) ...	2	-----	2
Number prisoners learning to read and write (Germans) ...	4	1	5
Number prisoners learning to read and write (Frenchmen) ..	1	-----	1
Not under instruction	-----	-----	505
Totals	66	34	605



REPORT OF THE PHYSICIAN

OF THE

State Prison at Folsom, California.



PHYSICIAN'S REPORT.

General John McComb, Warden State Prison at Folsom :

SIR : It is again required of me to report as to the sanitary condition of the prison during the year ending June 30, 1887.

We have been signally favored with an absence of epidemics of any kind ; nor has there been sickness incident to the climate or location of at all fatal character. The deaths that have occurred have been in almost every instance from sickness of a chronic nature, contracted before coming here.

While the death rate is somewhat larger than heretofore, a glance at the causes of death will show there is no blame to be laid to the climate, or condition of the prison.

Also, that while the total number of calls on the physician has been much larger than in other years, you will bear in mind that a great majority of calls and excuses were during vaccination time, so that if you will compare this prison with any other like institution, I have no hesitancy in reasserting that it is one of the healthiest, if not *the* healthiest, penitentiary in the land.

And I still claim this to be due to the sanitary measures that are constantly maintained. These consist in close attention to the sewerage, to the condition of the cells and cell buildings, and to the personal cleanliness of the prisoners themselves, for, as you well know, if prisoners are allowed to consult their own ideas, it would be a hard matter to prevent an epidemic of some zymotic disease through personal neglect, no matter how perfect the conditions for cleanliness might be.

Arrangements for the improvement of the sanitary condition of the prison are constantly going on. The new roof has vastly improved the light and ventilation of the building, as well as greatly added to it in appearance. This, in conjunction with the work now in progress, of taking the partitions from between the cells, turning two into one with a direct circulation of air through them, will, in my judgment, make this the cleanest, airiest, and best ventilated prison known.

During the month of March last there was some fear that smallpox would become epidemic in this State, notwithstanding the great precaution taken to prevent its spread northward from Mexico and Los Angeles by the State Board of Health.

I suggested the propriety of a general vaccination of all prisoners, and it met with your hearty approval (as all measures for the health and well-being of prisoners do) ; therefore, being desirous of doing the work in the most thorough manner, I procured from the "Lancaster County Vaccine Farm, at Murrietta, Pa.," a sufficient number of ivory points, and from March twenty-fifth to twenty-ninth, inclusive, vaccinated all who did not show in the plainest manner that they had had smallpox.

While happily this precaution proved unnecessary, it produced a good effect in freeing the men's minds of all apprehension regarding smallpox.

As this, to my knowledge, is the greatest number of persons vaccinated at any one time, when an opportunity has offered of keeping a correct record as to results, it may be of some interest if I append the result.

As each man was vaccinated his name and number were registered, and whether he had ever been vaccinated before; if so, whether in childhood or later—each man was looked to during the first six days and a careful record kept.

From this record I find that there were 424 whites and others, excluding Chinese, who had been vaccinated before; of this number 213 vaccinations were successful, and 211 not. There were 45 who had never been vaccinated, and of these 39 were successful and 6 not.

There were 58 who said they had had smallpox, but when the evidence was not conclusive they were vaccinated. Of this number 19 vaccinations were a success, and in 39 it was innocuous.

Among the Chinese there were 71 who had been vaccinated. Of this number 31 were successful and 40 not. Only 10 Chinese never had been vaccinated and 9 of them "took;" 15 said they had had smallpox, but 7 of them had well marked pustules after vaccination.

I append a table showing the above:

	Number.	Number Successful.	Number Unsuccessful.	Totals.
Whites and others vaccinated before March 25.....	424	213	211	424
Whites and others never vaccinated before March 25	45	39	6	45
Whites and others having had smallpox.....	58	19	39	58
Chinese vaccinated before March 25.....	71	31	40	71
Chinese never vaccinated before March 25....	10	9	1	10
Chinese having had smallpox.....	15	7	8	15
Total	-----	-----	-----	623

It will be seen by the above table, that over 50 per cent of the total was successful, while those never vaccinated, 90 per cent, and those pretending to have had smallpox, over 30 per cent.

On looking at the records kept I find 237 of the number were vaccinated in childhood, 55 only had never been vaccinated, and the balance, 331, ranging from one year to forty.

These statistics show, most conclusively, the great necessity of revaccination. While this is a matter somewhat foreign, I append the tables, hoping it may be of some service to the public in general:

Vaccinated in Years of.....	Total Vacci- nation.....	Vaccination Successful.....	Vaccination Unsuccessful.....	Vaccinated in Years of.....	Total Vacci- nation.....	Vaccination Successful.....	Vaccination Unsuccessful.....
Childhood	237	115	122	1875.....	16	7	9
1847.....	4	4	0	1876.....	9	4	5
1860.....	9	5	4	1877.....	46	27	19
1862.....	5	3	2	1878.....	11	5	6
1865.....	9	7	2	1879.....	5	5	0
1867.....	10	3	7	1880.....	50	20	30
1868.....	8	6	2	1881.....	12	8	4
1869.....	3	2	1	1882.....	33	10	23
1870.....	25	16	9	1883.....	27	7	20
1871.....	6	2	4	1884.....	16	4	12
1872.....	6	3	3	1885.....	11	3	8
1873.....	8	5	3	1887.....	1	0	1
1874.....	1	0	1	Never ..	55	48	7

There were 916 excuses from labor, from the aforesaid causes, from March thirtieth to April thirtieth, a daily average of $30\frac{1}{2}$.

I find from the records in the Captain's office, that the average number of men during the year was $628\frac{1}{2}$; that the total number of calls on the physician for all purposes, was 2,762, an average of 230 per month, or $7\frac{2}{3}$ per day—this, it must be remembered, are not all separate cases—but some come day after day, and are counted as new patients. The annexed table shows it more plainly:

	First Quarter.	Second Quarter.	Third Quarter.	Fourth Quarter.	Totals.
Calls on physician.....	730	598	638	796	2,762
Daily average.....	8	7	7	9	
Men excused from labor.....	412	341	354	434	1,541
Daily average.....	5	4	4	5	

There were 1,541 excused from labor, a daily average of $4\frac{25}{100}$, or a little over two days to each man confined.

I find from the hospital register, that on July 1, 1886, there were 5 patients in the hospital; that during the year 31 were admitted, while 17 were discharged, and 16 died. The following table shows average number of days in hospital and per cent as to whole number:

Average number of days for each patient admitted to hospital.....	38
Total number of days for all patients admitted to hospital.....	1,363
Total number of patients admitted to hospital.....	36
Average number of prisoners on register for year.....	$628\frac{1}{2}$
Average number of days in hospital for all prisoners.....	$21\frac{5}{100}$
Total number of deaths for year ending June 30, 1887.....	17
Per cent of deaths for whole number of prisoners.....	$2\frac{7}{100}$

In looking at the causes of death, one is struck with the number of deaths from consumption—just one half dying from that fell disease.

Consumption.....	8	Dysentery.....	2
Chronic bronchitis.....	1	General debility.....	2
Syphilis.....	1	Cancer of stomach.....	1
Pneumonia.....	1	Suicide by hanging.....	1

Only two deaths from diseases that in any way could be attributed to location or climate. See annexed table:

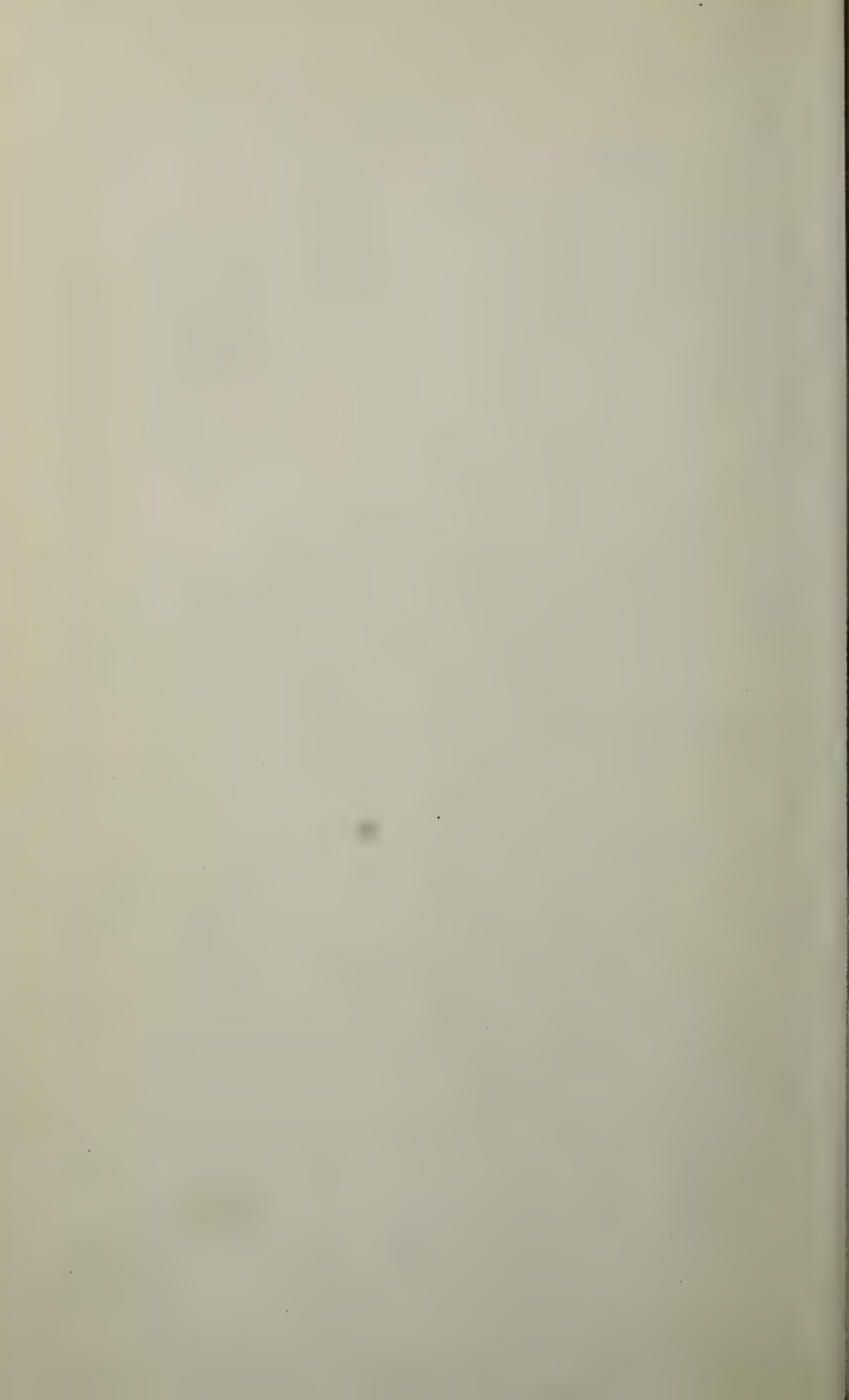
Prisoner's Number.	Disease.	Date of Death.
748.....	Phthisis.....	July 1, 1886
864.....	Phthisis.....	July 12, 1886
1177.....	Phthisis.....	August 2, 1886
1125.....	Dysentery.....	September 7, 1886
730.....	Phthisis.....	September 30, 1886
1318.....	Dysentery.....	November 9, 1886
1294.....	Pneumonia.....	December 19, 1886
624.....	Phthisis.....	December 28, 1886
943.....	General debility.....	January 23, 1887
1326.....	Secondary.....	January 27, 1887
629.....	Cancer.....	February 1, 1887
938.....	Phthisis.....	February 15, 1887
1436.....	Phthisis.....	March 8, 1887
1285.....	Phthisis.....	April 2, 1887
425.....	General debility.....	April 9, 1887
1224.....	Pneumonia.....	May 8, 1887
803.....	Suicide in cell.....	October 16, 1886

In conclusion, I desire to return my thanks to all the officers in charge of prisoners for their uniform courtesy in rendering all assistance possible to make the sanitary condition reach the high standard you have prescribed.

Most particularly I wish to acknowledge my indebtedness to my assistant, T. J. Sturgeon, for his intelligent faithfulness and constant care at all times.

Respectfully,

F. C. DURANT, M.D.,
Physician State Prison at Folsom.



NINTH ANNUAL REPORT

OF THE

STATE BOARD OF PRISON DIRECTORS

OF THE

STATE OF CALIFORNIA,

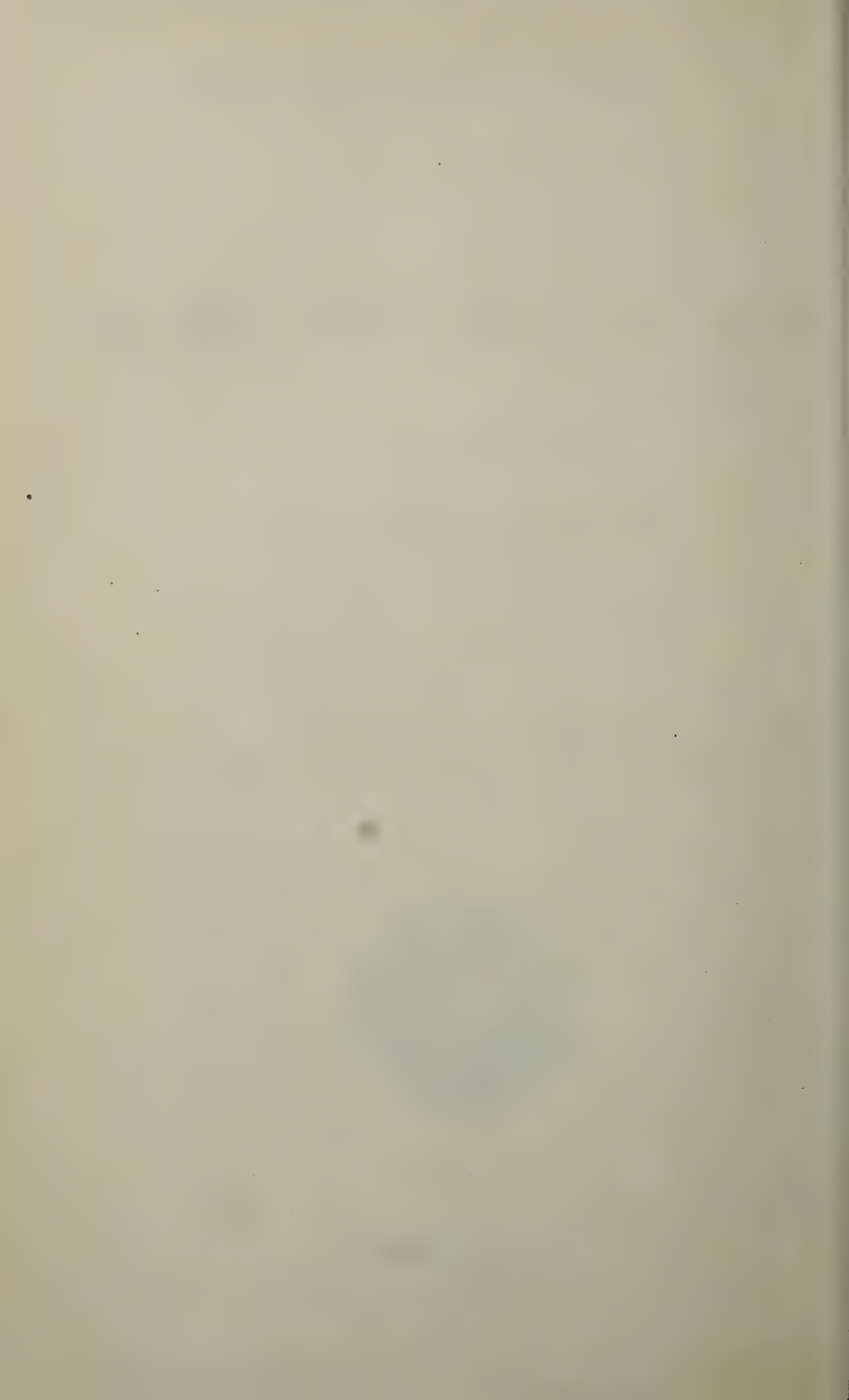
FOR THE

THIRTY-NINTH FISCAL YEAR, ENDING JUNE 30, 1888.



SACRAMENTO:

STATE OFFICE, : : : J. D. YOUNG, SUPT. STATE PRINTING.
1888.



STATE BOARD OF PRISON DIRECTORS.

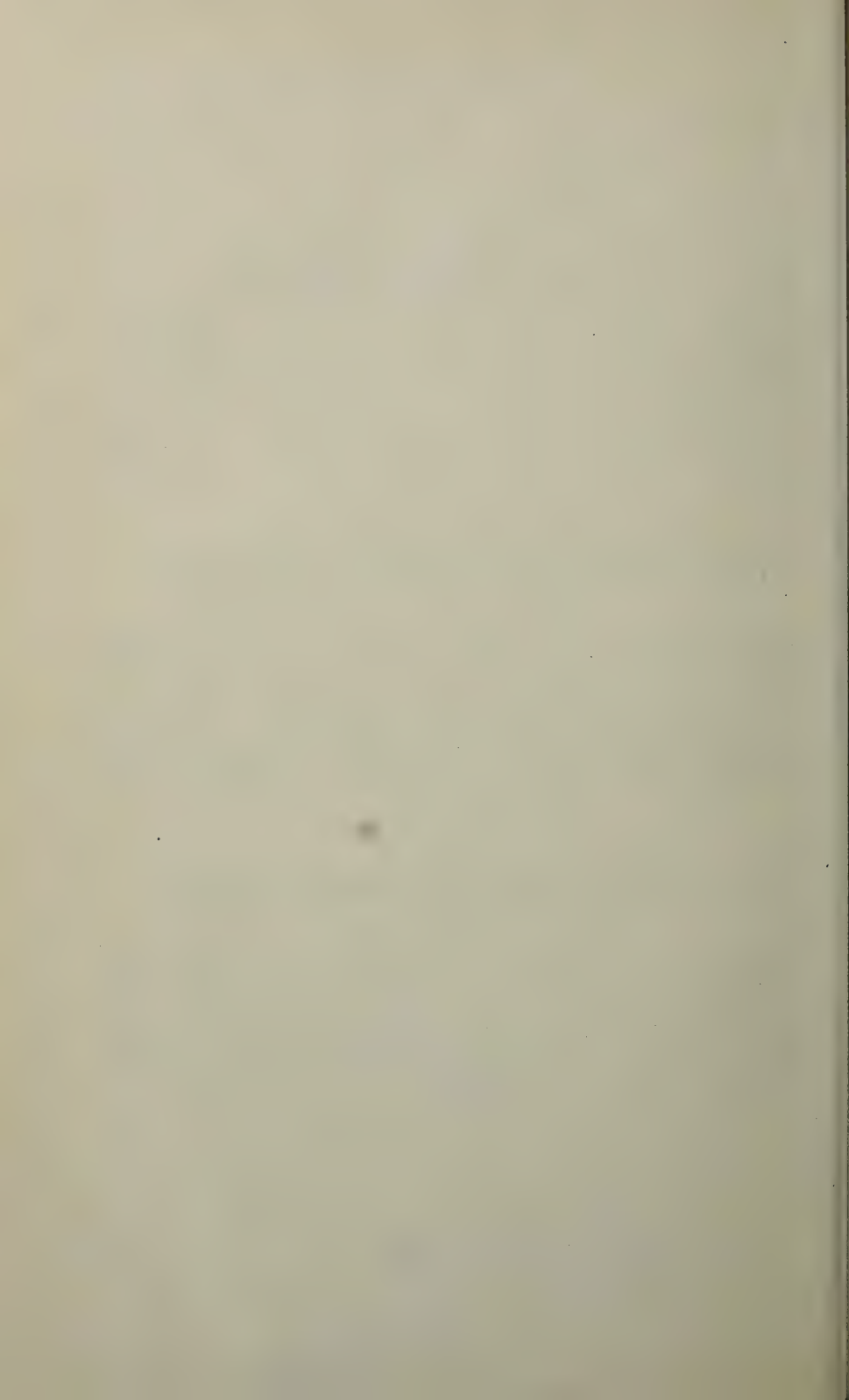
ROBERT T. DEVLIN	Sacramento.
CHARLES SONNTAG	San Francisco.
J. J. SCRIVNER	San Francisco.
J. K. LUTTRELL	Sonoma.
EDGAR J. DE PUE	Alameda.

OFFICERS OF THE STATE PRISON AT SAN QUENTIN.

JOHN McCOMB	Warden.
BEN. CHAMBERS	Deputy Warden.
J. V. ELLIS	Clerk.
GEO. W. THOMAS	Manager Manufacturing Departments.
F. C. DURANT, M.D.	Resident Physician.

OFFICERS OF THE STATE PRISON AT FOLSOM.

CHARLES AULL	Warden.
W. H. ROBINSON	Deputy Warden.
W. W. CUNNINGHAM	Clerk.
R. J. MURPHY	Captain of the Guard.
THOMAS B. EAGLE	Visiting Physician.



REPORT.

OCTOBER 17, 1888.

To his Excellency R. W. WATERMAN, Governor of the State of California :

The Board of State Prison Directors herewith submit their annual report for the fiscal year ending June 30, 1888, with the reports of the Wardens and Clerks of the State Prisons at San Quentin and Folsom.

We congratulate your Excellency on the unusually successful operation of the prisons during the last year. Many reforms and improvements have been inaugurated and successfully carried into execution at the suggestion of yourself, and under your personal supervision. The great personal attention which you have given to this branch of the affairs of the State has met the approval of the Board of Directors and of the public, and has undoubtedly exercised a great and beneficial influence upon the affairs of the State Prisons and the management thereof.

SAN QUENTIN.

At this prison the principal industry carried on is the manufacture of jute, which experience has proved may be done successfully and profitably to the State and to the people. Prior to the incoming of the present administration the jute mill had been operated solely by day—working about eight hours a day. At the suggestion of your Excellency, it was determined to operate the mill by double shifts, operating the same by night as well as by day. Many intelligent people doubted the expediency of the undertaking, prophesying that it would prove a failure on the grounds that the additional expense would be too great to justify attempting to operate the mill by night. It was also feared that the temptations and opportunities to escape would be so much increased that it would be impossible to properly protect and guard the convicts. All of these objections have been successfully overcome, and we do not hesitate to say that the present plan of operation by double shifts is entirely successful, and it is believed that if we had a sufficient number of convicts we could easily operate the jute mill by three shifts, working the entire twenty-four hours of every day, the result of which would necessarily be to prevent the forming of combinations or rings in grain bags, which operate so disastrously to the farming interests of the State. The mill, under the double-shift system, now readily produces about fourteen thousand sacks per day, or something over four million per annum. The cost of the jute, and of manufacturing the same, and all the details connected with it, are shown in the reports of the several officers connected therewith, reference to which is hereby made.

When the present administration took charge of the affairs at San Quentin, it found itself surrounded by many disadvantages, especially in view of the many improvements and reforms that were contemplated. The buildings were going to decay; the grounds were neglected; no repairs seemed to have been made for a great length of time; there were no tools—in fact there was nothing with which to begin the work that was contemplated. To restore the buildings and improve the grounds, and provide

tools, required a large outlay, which was absolutely essential, but we do not hesitate to say that the results justify the expenditure. The grounds are now sightly, and such of the buildings as could be repaired are safe and commodious. The roads leading over and through the grounds were next to impassable during the winter season, and were a disgrace to the State. Many substantial improvements have been made in this respect. One of the finest roads in the State has been constructed from the prison grounds to the railroad, and all the by-ways and roads leading over and through the grounds have been put in proper shape. It is intended to continue these improvements, so far as possible, without drawing on the labor necessary to operate the jute mill and other profitable manufacturing interests, until every acre of ground belonging to the State is put in a proper state of cultivation and repair. This work will necessarily proceed slowly on account of the diminished number of convicts at the prison, and by reason of the large number that is required to operate the jute mill under the double-shift system.

The building at the front entrance to the prison proper is an old and dilapidated structure, and should be entirely removed, as it is considered dangerous to occupants, and a new building should be constructed in its place. The Board caused an investigation into the condition of this building to be made by competent experts, who testify that the same is dangerous to human life. We would respectfully recommend that an appropriation be made for the purpose of constructing such new building. Detailed plans and specifications of such building have already been prepared, and will be submitted to your Excellency.

We will call your attention to the propriety of purchasing the tide lands, lying between the prison grounds and deep water, said lands being so situated as to shut off the State grounds from deep water.

Also the propriety of purchasing two acres of land now owned, or claimed, through title derived from John F. McCauley by A. J. Edwards, within the prison grounds.

There are many other improvements that might be specifically noted, that ought to be made at this prison in order to properly utilize the property belonging to the State, but as your Excellency will probably make a personal investigation into all of these matters we deem it unnecessary to mention them here.

We also recommend the appropriations suggested by the Warden in his report.

We cannot close our report on San Quentin without highly commending the efficient management of the present Warden and his subordinates.

FOLSOM.

The State Prison at Folsom, and its management and the proper development of its vast resources, present some of the most interesting and important questions of any public institution in the State, and the Board, in connection with your Excellency, has thus far given to it a great deal of thought and consideration, with a view of fully utilizing and appropriating the same. Its inexhaustible quarries of granite, that will require ages to develop and work, its vast water power, unsurpassed by any on the coast, will, when in proper operation, be the means of making the institution self-sustaining without in any manner competing with free labor, and will be of incalculable benefit to the State at large.

Early in the summer the feasibility of appropriating the vast water power of the American River for the use of the State and the surrounding country

was suggested to your Excellency and this Board. After mature consideration it was determined to make the effort. Arrangements were at once concluded with the Folsom Water Power Company for the construction of a dam across the American River, and the building of a canal along the river front of the lands belonging to the State. When the work is consummated the State will own in fee a water power equivalent to six hundred horse power, the value of which is estimated by the eminent civil engineer, A. W. Von Schmidt, at about \$1,000,000. In addition to that it will have at its command all of the water necessary for every use to which it can be applied, including that of the irrigation of all the State's lands. With this water power, acquired as above shown, we will be enabled to drive all the machinery that we desire, light the prison by electric lights, and operate the quarry 100 per cent cheaper than heretofore, thereby making the prison self-sustaining. In regard to the dam and canal, and the uses to which they may be applied, we respectfully call attention to Warden Aull's report, which is herewith submitted, and we heartily commend the same.

Eminent citizens of this State, who are well qualified to speak of such matters and to voice the sentiment of the community, have suggested to the Board the propriety of establishing at Folsom a reform school, the object of which would be to endeavor to reform young offenders, and those persons convicted of the lesser crimes. It is thought by means of such a school the young offender and those convicted of the lesser crimes could be kept apart from the ordinary criminal, and ultimately become useful citizens. The great impropriety of confining youthful criminals and the many persons who are convicted of the violation of the law upon a first offense, and in many cases where they are not criminals at heart, with the hardened and criminal element, must be apparent to every thinking mind; yet, under the present system, every person who is convicted of any crime is punished in the same manner and in the same place. The youthful offender is at once brought in contact with the most debased and criminal element in the country. This plan of reform schools is not by any means a new one. It has been tried in many of the older States, and experience has proved its many benefits and useful results, all of which is fully demonstrated in the report of the California State Penological Commission, under Senate Concurrent Resolution No. 5, of February 16, 1885, special reference to which is hereby made. No better location can possibly be found anywhere in the State for such an institution than Folsom. We have not only a most healthful and salubrious climate, but the grounds of the State, with perhaps some additions by purchase that might be judiciously made to it, are eminently fitted in every respect that can be suggested for the establishment of such a school, where the juvenile offender and all persons guilty of the lesser offenses, and who are not criminals at heart, may be taught useful occupations. Those not able to work and learn the more laborious trades could be taught farming, horticulture, and viticulture, as the State lands are well adapted to cultivation of this kind.

We cannot too highly commend the faithful and competent management shown by the Warden and his subordinates at this prison. It is truly gratifying to go to Folsom and witness the extraordinary good order with which the immense work is being carried on at the dam and canal, and we may say here, without fear of contradiction, that never in the history of this State have the State Prisons been so prosperous and so successfully managed as they are at the present time.

We are gratified also to state to your Excellency, that your public announcement of a desire that the State Prisons should be conducted on strictly non-partisan principles, as inaugurated by your predecessor, Gov-

ernor Stoneman, has been and is being now fully and in good faith carried out, and we heartily approve of the plan of the non-partisan management of the State Prisons. If there is any branch of the State Government which ought to be kept entirely out of politics it is certainly these institutions, and we believe all the officers connected therewith are endeavoring to carry out the expressed wishes of your Excellency on that subject.

In conclusion we beg to certify to the faithful discharge of the duties required of the various officers of the two prisons.

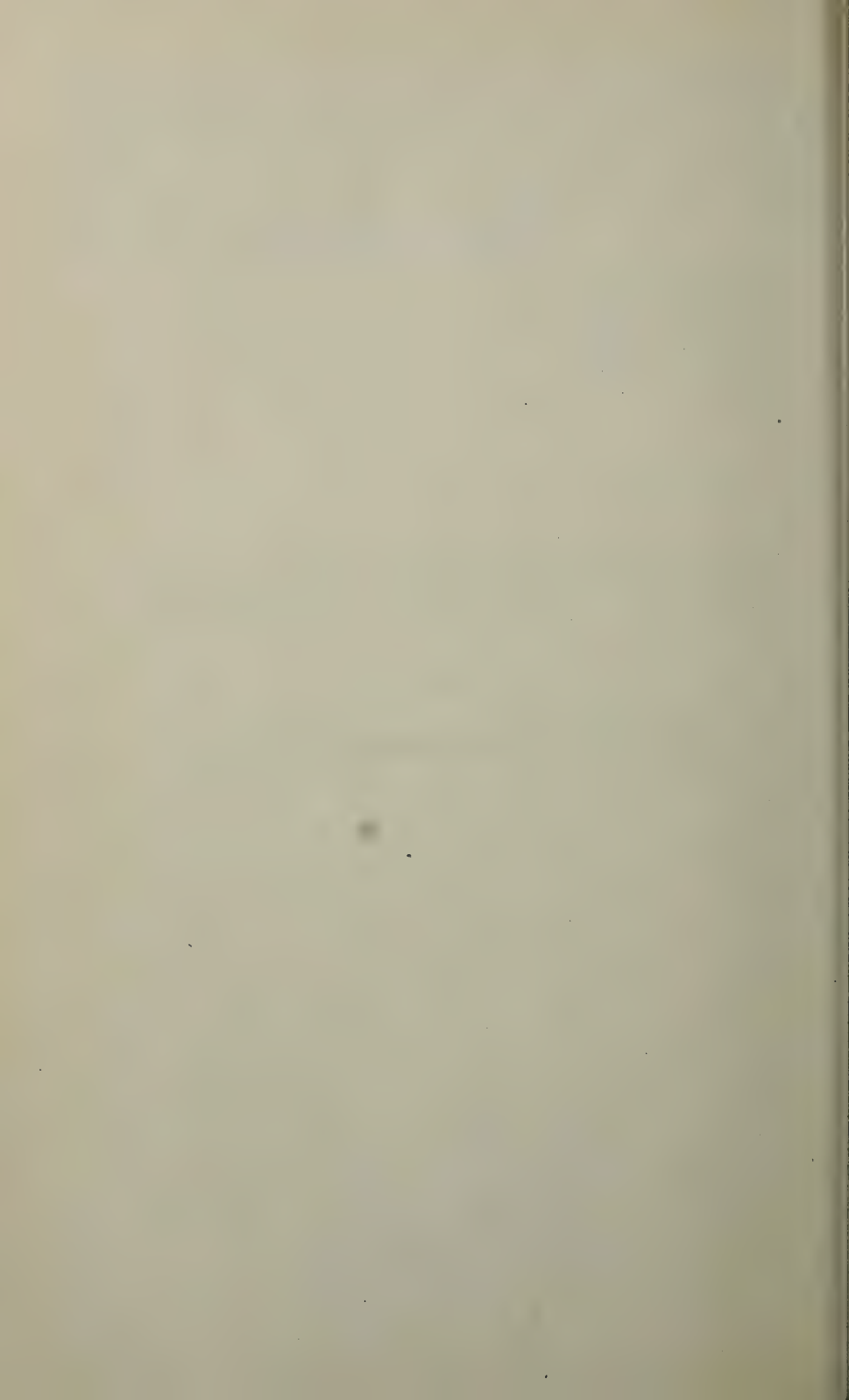
All of which is most respectfully submitted.

J. J. SCRIVNER.
CHAS. SONNTAG.
J. K. LUTTRELL.
EDGAR J. DE PUE.
ROBT. T. DEVLIN.

REPORT OF THE WARDEN

OF THE

State Prison at San Quentin, California.



WARDEN'S REPORT.

WARDEN'S OFFICE,)
CALIFORNIA STATE PRISON, SAN QUENTIN, CAL., August, 1888. }

To the honorable State Board of Prison Directors:

GENTLEMEN: While serving as Warden of the State Prison at Folsom in December last, I was very highly complimented by your tender of the position of Warden of the San Quentin Prison, with its larger population and greater responsibilities. On the first of January, being installed in my new position, I immediately endeavored to accomplish that which I knew to be the wish of his Excellency, Governor Waterman, and which had your very hearty approbation—to double the output of the jute mill. As the accomplishment of this task by the means employed marks a new era in prison management, there should be a recapitulation of the circumstances that led up to the now successful experiment of working prisoners at night with safety. In deference to the requests of the labor organizations of the State, all industries for the employment of the prisoners had been abandoned—the furniture factory had been shut down; the shops for manufacturing harness, nails, wooden ware, etc., were closed; notice had been given to the company receiving the sashes, doors, and blinds, that the manufacture of these goods would cease, and the labor of the prisoners would be concentrated on the jute mill, as it was conceded that the production of jute fabrics would in no way compete with free white labor, while if the output of grain bags could be increased the farmers would at the same time be greatly benefited. To provide employment for the prisoners thrown out of work, and to increase the manufacture of grain bags, bills were introduced in the Legislature to appropriate \$200,000 for the purpose of erecting an additional jute mill, and purchasing another plant of machinery similar to the original purchase. The bills became laws by the approval of the late Governor Bartlett, and steps were taken to carry out the provisions of the statute by causing plans to be prepared, and inviting bids for the machinery and materials required. As these plans required the further approval of the Executive, they were submitted to his Excellency, Governor Waterman, who succeeded to the office on the death of Governor Bartlett. The first question to be considered was whether the State would be justified in the expenditure of a large sum of money that could not possibly bring a return inside of a year; and secondly, whether all other means had been exhausted in efforts to accomplish the desired results. The reasons offered were not entirely satisfactory to Governor Waterman, and he suggested a resort to the means that would be employed by individuals in like circumstances—to do as an ordinary quartz miner would do when his mill proved unequal to the requirements in eight hours of crushing; he reasoned that if the miner accomplishes double the work by running his mill twice the number of hours, and treble the work by running three times the number of hours, similar results should be reached by the employment of similar means in the operation of the jute mill.

Remonstrances were unavailing, as Governor Waterman spoke with the earnestness of a business man who had experience in the very plan he had

cited, nor could he be made to believe in the alleged impossibility of safely guarding prisoners while at work in the night. At the request of your honorable Board, I undertook to demonstrate the feasibility of the Governor's plan for doubling the capacity of the jute mill by working two sets of operatives in runs of eight hours.

The strongest objection that was made to the plan of working the prisoners at night lay in the fact that the operatives were taken out of the prison yard by the lower gate and into the yard of the jute mill through another gate, thus offering the prisoners a chance to escape while passing from one gate to the other, even if it was through only a few yards of open country. A survey of the premises showed how easily this objection could be disposed of, as well as some other objections that were considered insurmountable.

To be secure at all points, and to satisfy all cavilers, as well as to deter the prisoners from making any rash attempts to secure their liberty, the following preparatory work was necessary:

First—To provide an entrance to the jute mill which would obviate the necessity for taking the prisoners through the lower gate in the main wall of the prison.

Second—To practically place the jute mill inside the same inclosure as the other prison buildings.

Third—To make provisions for safely guarding the prisoners while at work during the night.

Fourth—To provide lights to illuminate the interior of the jute mill and the prison grounds.

To accomplish these objects, an entrance leading into the jute mill direct from the prison yard was cut into the wall inclosing the main prison, and also forming one side of the jute factory building, near the southwest corner of the prison yard, and the entrance provided with a strong iron door.

A palisade, sixteen feet high, and made by placing two by four pine scantling upright and four inches apart, was then erected, beginning at the entrance to the jute mill, and running thence parallel to the south wall of the prison to the upper yard, forming a passage about eight feet wide. After reaching the upper yard, this palisade was continued on top of the dining room wall to the hospital building, and thence along and in front of the cell buildings to the east wall of the prison. This palisade thus incloses all the cell buildings and prison yard, and prisoners employed on the night shift in the jute mill are taken to and from the mill in the shortest and most direct way from their cells, without entering any other part of the prison premises. The building over the lower gate was found to be in a very dilapidated condition, and was taken down; a new wall was erected, in which the outer lower gate was placed beyond the entrance to the jute mill yard. A double gate to both the main prison and the jute mill is thus formed, practically placing the mill within the same inclosure as the other prison buildings. To further secure this object, all of the wall surrounding the jute mill was raised about five inches, and widened on top so as to enable guards to patrol it. No railing had ever been placed upon any part of the walls surrounding the prison, and as patrolling seemed to be attended with considerable danger, especially on dark or rainy nights, a hand railing has been placed along the entire length of the walls, and the danger to life and limb by slipping or falling off them is thus averted.

The various guard posts or sentry boxes on the walls were also found to be in a tumble-down condition, and formed a very unsightly feature of the prison. Most of them, and particularly those in the neighborhood of

the jute mill, have been taken down and replaced by substantial, two-story posts, large enough to provide sleeping quarters for two guards each.

These posts on the walls, as well as the outside posts, are now occupied day and night, and being connected by a system of electric bells, it is now possible to man the walls with guards at a moment's notice, and at any time, in case of any attempted break or riot among the prisoners.

The subject of illuminating the interior of the mill and the approaches to and surroundings of the prison received the careful and thorough consideration of your honorable Board, and at your decision gas was adopted for the mill, and electric lights for the grounds. Eleven of the latter were erected in places best calculated to light up all the approaches to the prison, including one search or reflector light of greater power than the others. This is placed on a tower, on Reservoir Hill, and light can be thrown from it a long distance in any desired direction. Taken as a whole, the electric light plant, as placed, seems to be entirely sufficient for the desired purpose, and the illumination by the various lights is very satisfactory. Gas was introduced into the jute mill, by making connections with the main pipe conducting gas to the prison from San Rafael, and jets inclosed in sloping lanterns were distributed all over the mill, in such places as will throw the light to the best advantage of the operators working the different machines, and, upon commencing night work in the mill, this also was found eminently satisfactory. All these preparations having been completed, the night shift began work on March twelfth, but as it had been deemed best for the interests of the State to continue operating the door and sash factory (the demand for these articles being very great), a full force of prisoners for the night shift was not obtainable. Your honorable Board, therefore, made an order to transfer one hundred and fifty convicts from the Folsom Prison, and upon their arrival, about April first, the night shift was filled up, and work commenced with the required full number of men. Since then it has been in continual operation, and, judging from its work up to the end of the fiscal year, the plan has proven itself successful beyond any expectation. No difficulty whatever has been experienced in handling the prisoners while at night work, and the quality of the goods, as well as quantity turned out by them, will compare very favorably with the work of the day shift.

At the suggestion of Governor Waterman, your honorable Board adopted the plan of selling, as far as practicable, grain bags manufactured at the jute mill to farmers direct. I have endeavored to carry out this plan to its fullest extent, and it is with pleasure that I can announce that farmers throughout the State have greatly appreciated your action in the premises, and have availed themselves of the opportunity to purchase their bags direct from the prison. In fact, the inquiry and demand for grain bags from this institution seemed at times to assume a proportion entirely beyond the capacity of the mill to supply, and consequently the manufacture of goods was confined during the last six months to grain bags alone, and no other goods could be made.

The following table is a synopsis of the work performed by the jute mill during the last fiscal year, in comparison with the preceding year, showing, also, the profits realized from the sale of jute fabrics during the two years:

Comparative Statement of Output of Jute Mill in Cuts of Burlap and their Equivalent in Yards, Covering the Periods from January 1 to June 30, 1887 and 1888, respectively.

DATE.	1887.		1888.		DATE.	1887.		1888.	
	Cuts.	Equivalent in Yards.	Cuts.	Equivalent in Yards.		Cuts.	Equivalent in Yards.	Cuts.	Equivalent in Yards.
Jan. 2..					Feb. 1..	50	4,846	79	7,580
Jan. 3..	44	4,312	58	5,441	Feb. 2..	62	6,022	66	6,198
Jan. 4..	75	7,350	81	7,776	Feb. 3..	67	6,512	82	7,739
Jan. 5..	80	7,840	77	7,276	Feb. 4..	70	6,833	73	6,911
Jan. 6..	54	5,292	78	7,428	Feb. 5..	46	4,481		
Jan. 7..	67	6,566	56	5,326	Feb. 6..			85	8,087
Jan. 8..	61	5,978			Feb. 7..	63	6,120	75	7,053
Jan. 9..			69	6,519	Feb. 8..	64	6,191	80	7,516
Jan. 10..	61	5,978	75	7,053	Feb. 9..	69	6,681	83	7,810
Jan. 11..	67	6,566	75	7,134	Feb. 10..	69	6,681	84	7,962
Jan. 12..	74	7,252	76	7,259	Feb. 11..	70	6,779	78	7,509
Jan. 13..	66	6,468	90	8,523	Feb. 12..	57	5,505		
Jan. 14..	76	7,448	62	5,887	Feb. 13..			83	8,080
Jan. 15..	54	5,292			Feb. 14..	66	6,360	72	7,029
Jan. 16..			81	7,722	Feb. 15..	68	6,583	84	8,232
Jan. 17..	69	6,762	69	6,546	Feb. 16..	66	6,387	76	7,448
Jan. 18..	68	6,664	72	6,867	Feb. 17..	61	5,870	82	8,036
Jan. 19..	65	6,370	68	6,502	Feb. 18..	68	6,583	74	7,252
Jan. 20..	63	6,174	66	6,225	Feb. 19..	46	4,427		
Jan. 21..	69	6,762	68	6,475	Feb. 20..			88	8,624
Jan. 22..	59	5,782			Feb. 21..	64	6,191	77	7,546
Jan. 23..			65	6,181	Feb. 22..			90	8,820
Jan. 24..	57	5,586	72	6,894	Feb. 23..	76	7,340	77	7,546
Jan. 25..	70	6,860	68	6,475	Feb. 24..	61	5,897	88	8,624
Jan. 26..	69	6,762	68	6,448	Feb. 25..	66	6,360	73	7,154
Jan. 27..	59	5,782	70	6,617	Feb. 26..	62	5,995		
Jan. 28..	66	6,468	59	5,647	Feb. 27..			88	8,624
Jan. 29..	58	5,657			Feb. 28..	67	6,485	81	7,938
Jan. 30..			68	6,448	Feb. 29..			87	8,526
Jan. 31..	70	6,806	71	6,634					
Totals..	1,621	158,777	1,762	167,303	Totals..	1,458	141,129	2,005	193,844

Comparative Statement of Output of Jute Mill—Continued.

DATE.	1887.		1888.		DATE.	1887.		1888.	
	Cuts.	Equivalent in Yards.	Cuts.	Equivalent in Yards.		Cuts.	Equivalent in Yards.	Cuts.	Equivalent in Yards.
Mar. 1.	68	6,583	80	7,840	Apr. 1.	22	1,958	-----	-----
Mar. 2.	80	7,705	89	8,722	Apr. 2.	79	7,158	130	12,740
Mar. 3.	78	7,563	90	8,820	Apr. 3.	-----	-----	135	13,230
Mar. 4.	74	7,144	-----	-----	Apr. 4.	78	7,044	134	13,132
Mar. 5.	60	5,799	95	9,310	Apr. 5.	135	12,134	134	13,132
Mar. 6.	-----	-----	91	8,918	Apr. 6.	-----	-----	145	14,210
Mar. 7.	79	7,661	93	9,114	Apr. 7.	92	8,266	136	13,328
Mar. 8.	74	7,144	92	9,016	Apr. 8.	87	7,850	-----	-----
Mar. 9.	77	7,438	92	9,016	Apr. 9.	59	5,252	139	13,622
Mar. 10.	79	7,634	75	7,350	Apr. 10.	-----	-----	136	13,328
Mar. 11.	78	7,536	-----	-----	Apr. 11.	90	8,091	137	13,426
Mar. 12.	59	5,701	114	11,172	Apr. 12.	-----	-----	134	13,132
Mar. 13.	-----	-----	112	10,976	Apr. 13.	90	7,959	162	13,916
Mar. 14.	85	8,249	116	11,368	Apr. 14.	93	8,253	132	12,936
Mar. 15.	85	8,195	109	10,682	Apr. 15.	-----	-----	-----	-----
Mar. 16.	89	8,641	108	10,584	Apr. 16.	113	9,989	150	14,700
Mar. 17.	87	8,391	111	10,878	Apr. 17.	-----	-----	141	13,818
Mar. 18.	78	7,509	-----	-----	Apr. 18.	79	6,979	140	13,720
Mar. 19.	74	7,198	114	11,172	Apr. 19.	89	7,847	136	13,328
Mar. 20.	-----	-----	112	10,976	Apr. 20.	87	7,749	156	15,288
Mar. 21.	83	8,026	114	11,172	Apr. 21.	74	6,524	150	14,700
Mar. 22.	78	7,536	118	11,564	Apr. 22.	93	8,211	-----	-----
Mar. 23.	82	7,928	118	11,564	Apr. 23.	-----	-----	141	13,818
Mar. 24.	87	8,391	114	11,172	Apr. 24.	-----	-----	154	15,092
Mar. 25.	89	8,641	-----	-----	Apr. 25.	-----	-----	143	14,014
Mar. 26.	65	6,235	120	11,760	Apr. 26.	-----	-----	145	14,210
Mar. 27.	-----	-----	115	11,270	Apr. 27.	-----	-----	133	13,034
Mar. 28.	-----	-----	130	12,740	Apr. 28.	-----	-----	150	14,700
Mar. 29.	99	9,594	128	12,544	Apr. 29.	-----	-----	-----	-----
Mar. 30.	84	8,124	108	10,584	Apr. 30.	-----	-----	143	14,014
Mar. 31.	93	8,925	139	13,622	-----	-----	-----	-----	-----
Totals.	2,064	199,491	2,897	283,906	Totals.	1,360	121,264	3,516	344,568

Comparative Statement of Output of Jute Mill—Continued.

DATE.	1887.		1888.		DATE.	1887.		1888.	
	Cuts.	Equivalent in Yards.	Cuts.	Equivalent in Yards.		Cuts.	Equivalent in Yards.	Cuts.	Equivalent in Yards.
May 1			144	14,112	June 1	79	7,526	162	15,876
May 2			151	14,798	June 2	76	7,151	165	16,170
May 3	41	3,883	148	14,504	June 3	83	7,891		
May 4	87	8,229	148	14,504	June 4	70	6,644	157	15,386
May 5	86	8,239	157	15,386	June 5			162	15,876
May 6	80	7,624			June 6	83	7,891	152	14,896
May 7	56	5,326	157	15,386	June 7	91	8,648	158	15,484
May 8			96	9,408	June 8	89	8,425	146	14,308
May 9	91	8,621	113	11,074	June 9	79	7,499	159	15,582
May 10	81	7,621			June 10	78	7,374		
May 11	88	8,354			June 11	73	6,938	141	13,818
May 12	75	6,999			June 12			163	15,974
May 13	85	8,006			June 13	83	7,864	140	13,720
May 14	65	6,235	139	13,622	June 14	85	8,060	157	15,386
May 15			150	14,700	June 15	77	7,303	145	14,210
May 16	86	8,158	147	14,406	June 16	92	8,746	169	16,562
May 17	91	8,594	149	14,602	June 17	86	8,158		
May 18	85	8,060	150	14,700	June 18	59	5,593	157	15,386
May 19	88	8,354	152	14,896	June 19			154	15,092
May 20	89	8,371			June 20	85	8,033	164	16,072
May 21	71	6,769	145	14,210	June 21	85	8,212	147	14,406
May 22			149	14,602	June 22	90	8,550	159	15,582
May 23	88	8,354	152	14,896	June 23	87	8,283	148	14,504
May 24	86	8,104	147	14,406	June 24	85	8,006		
May 25	80	7,597	155	15,190	June 25	32	3,028	170	16,660
May 26	93	8,675	160	15,680	June 26			161	15,778
May 27	87	8,202			June 27	86	8,158	157	15,386
May 28	72	6,867	156	15,288	June 28	92	8,746	159	15,582
May 29			151	14,798	June 29	91	8,594	152	14,896
May 30			159	15,582	June 30	97	9,155	148	14,504
May 31	94	8,888	160	15,680					
Totals	1,945	184,130	3,535	346,430	Totals	2,113	200,476	4,052	397,096

RECAPITULATION.

	1887.		1888.	
	Cuts.	Equivalent in Yards.	Cuts.	Equivalent in Yards.
Total output, January	1,621	158,777	1,762	167,303
Total output, February	1,458	141,129	2,005	193,844
Total output, March	2,064	199,491	2,897	283,906
Total output, April	1,360	121,264	3,516	344,568
Total output, May	1,945	184,130	3,535	346,430
Total output, June	2,113	200,476	4,052	397,096
Total for the six months	10,561	1,005,267	17,767	1,733,147
Daily average, January	64 $\frac{24}{100}$	6,351	70 $\frac{48}{100}$	6,692
Daily average, February	63 $\frac{39}{100}$	6,123	80 $\frac{1}{100}$	7,754
Daily average, March	79 $\frac{38}{100}$	7,673	107 $\frac{3}{100}$	10,515
Daily average, April	80	7,251	140 $\frac{64}{100}$	13,783
Daily average, May	81 $\frac{4}{100}$	7,672	147 $\frac{22}{100}$	14,435
Daily average, June	81 $\frac{70}{100}$	7,711	155 $\frac{83}{100}$	15,273
Daily average for the six months	74 $\frac{9}{100}$	7,129	116 $\frac{9}{100}$	11,402

OUTPUT FOR THE FISCAL YEAR.

	Fiscal Year Ending June 30, 1887.	Fiscal Year Ending June 30, 1888.	Increase Per Cent.	January 1 to June 30, 1887.	January 1 to June 30, 1888.	Increase Per Cent.
Number of yards of bur- laps manufactured...	2,180,047	2,951,414	$35\frac{4}{10}$	1,005,267	1,733,147	$72\frac{4}{10}$
Manufacturing expen- ses, exclusive of value of raw jute used.....	\$36,805 $\frac{17}{100}$	\$48,648 $\frac{17}{100}$	$32\frac{18}{100}$	\$18,105 $\frac{94}{100}$	\$27,638 $\frac{21}{100}$	$52\frac{65}{100}$
Gross amount of sales...	\$131,625 $\frac{23}{100}$	\$180,047 $\frac{46}{100}$	$36\frac{79}{100}$	\$94,041 $\frac{33}{100}$	\$118,798 $\frac{68}{100}$	$26\frac{33}{100}$
Profit on sales.....	\$17,240 $\frac{8}{100}$	\$51,120 $\frac{82}{100}$	$196\frac{52}{100}$	\$12,951 $\frac{42}{100}$	\$37,106 $\frac{23}{100}$	$186\frac{1}{100}$

From an analysis of the above table it will be seen that, while the output of the mill during last year was increased $35\frac{4}{10}$ per cent over that of the preceding year, the manufacturing expenses increased but $32\frac{18}{100}$ per cent, or at a rate of about $2\frac{1}{4}$ per cent less than the output. A comparison of the six months, January 1 to June 30, 1888, during a part of which the night shift was in operation, with the corresponding period in the preceding year, shows a still greater difference in the ratio of increase, being $72\frac{4}{10}$ per cent for the output, and only $52\frac{65}{100}$ per cent for the manufacturing expenses. The figures given in above table comprise all manufacturing expenses of each and every kind incurred in the manufacture of jute goods, excepting the cost of raw jute itself, and are, therefore, a conclusive proof that the accomplished increase in the output of the mill was not attended by a proportionate increase in the manufacturing expenses, as would naturally be supposed and expected, but, on the contrary, these expenses were lessened, and goods are produced now at a less cost than ever before. This very gratifying result can be attributed only to the inauguration of the double shift system of working the mill, and as there are no reasons apparent why the ratio mentioned should not be maintained in the future operation of the jute mill, the success this system has attained is a matter of congratulation to all parties concerned in its inception and execution.

Grain bags have commanded a higher average price this season than they had for several years past, and the net profit made on sales of jute goods during the past year amounts to the handsome figure of \$51,120 $\frac{82}{100}$, and the greater portion of it, \$37,106 $\frac{23}{100}$, has been realized on sales made during the last six months of the year.

DOOR DEPARTMENT.

The manufacture of doors, sash, and blinds has been carried on during the past year as formerly. Although this department was hampered a great deal at several times on account of the scarcity of lumber, and notwithstanding that its working force has been very materially decreased, its output compares very favorably with that of former years, and the profits to the State, realized from the operations of this department, this year exceeds the amounts realized in former years, the respective amounts being:

For the fiscal year ending June 30, 1884.....	\$28,711 65
For the fiscal year ending June 30, 1885.....	31,373 24
For the fiscal year ending June 30, 1886.....	23,391 48
For the fiscal year ending June 30, 1887.....	30,965 86
For the fiscal year ending June 30, 1888.....	32,356 60

Besides the necessary work performed in the preparations for night work in the jute mill already enumerated, a great deal of work has been accomplished during the last seven months tending towards the general improvement of the prison grounds and buildings. A good graded road has been constructed to the railroad station at Green Brae, a distance of a little more than one mile. The road in front of the Administration building has been reduced to its natural grade, and there is now a drive to the top of Salt Water Reservoir Hill. Other roads around the prison have been put in good repair. Lawns were prepared in various bare and unsightly places, and vines were planted along the prison walls. All of these are growing finely, and wherever planted present a refreshing and pleasing appearance.

The brick sidewalks and pavements on the inside of the yard, and that leading to the Warden's residence, were found to be damp and in constant need of repairs, and have been replaced to a great extent by bituminous rock pavements, which, on account of their smoothness, lasting qualities, and cleanliness, are quite an improvement upon the uneven and rough pavements formerly in vogue.

In order to exclude the throngs not having business at the prison, I found it also necessary to erect, in front of the prison, palisades similar in construction to those placed around the cell buildings and leading to the jute mill.

To provide suitable quarters for the use of the Directors, another building, similar in appearance to and annexed to the Warden's residence, has been erected, the two buildings being connected by a covered hallway, leading from the second story of one to that of the other. A more commodious meeting room has been provided by altering the old commissary quarters.

A great many improvements are needed to make this prison compare with the penal institutions of the older States, but they are so extensive that an appropriation by the Legislature will be necessary. The front building, which has been condemned by a competent architect, should be reconstructed, with a proper regard for appearance as well as for safety; there should be a row of brick buildings, at small cost, to be rented to attachés having families; the title to the water-front should be acquired, and the tract filled for a steamboat landing; two of the cell buildings should be reconstructed, and the floors of the factory building should be replaced with sound boards.

STATE PRISON LANDS.

Upon taking charge of this institution, January 1, 1888, I found that quite a number of tenements had been erected, and were then situated on the State Prison lands, some of them being occupied by parties not connected with the prison in any manner; and, looking further into the matter, it appeared to me that part of the State lands were adversely occupied and claimed by other parties. As it was not desirable that outside parties should occupy State lands, several of the houses situated on land owned undisputably by the State were, with consent of the owners, moved beyond the line of the State grounds; but there are several yet remaining, and some definite action should be taken to remove them.

To establish, if possible, the correct boundaries of the lands owned by the State, I caused a search to be made of the records and deeds to the various tracts of land acquired by the State from time to time. As a result,

I find that the surveys of the different tracts and descriptions in the various deeds do not correspond at all with the boundaries of adjoining tracts. As these irregular boundary lines, as described in the various deeds held by the State and the owners of adjoining tracts, may, in the future, lead to serious complications, steps should be taken to establish, beyond any doubt or chance of dispute, the correct and exact boundary lines of the lands owned by the State.

The following is a list of the lands conveyed to the State of California, by deeds on record in the office of the County Recorder of Marin County, at San Rafael, viz.:

1st. Possessory right to 20 acres of land, upon which the State Prison is situated, granted to the State of California by Benjamin R. Buckelew, claimant of the Rancho Punta de Quentin, July 9, 1852.

2d. Possessory right to the lands formerly occupied by the San Francisco Manufacturing Company, and by them used as a brick yard, conveyed to the State of California by John Center, June 3, 1861.

3d. Tide Land Survey, No. 1, containing $40\frac{33}{100}$ acres, conveyed to State of California by John F. Chellis, April 19, 1864. This deed excepts about 2 acres, the boundaries of which are not defined, in the northwest corner of the tract, which were conveyed by John F. McCauley, the original grantee, to Thos. K. Watson, January 2, 1862, and which are now owned and occupied by A. J. Edwards. This tract also includes very nearly all the lands to which possessory right was acquired by the State of California, as stated in par. 2.

4th. Tract of $142\frac{5}{100}$ acres, conveyed to the State of California by S. A. Wright, John Reynolds, James Ross, et al., by deeds, dated August 25 and 31, 1869; this tract being part of the Rancho Punta de Quentin, finally confirmed and patented to Benjamin R. Buckelew, April 10, 1866, and includes the tract of 20 acres, possessory right to which was conveyed to the State of California by Benjamin R. Buckelew, July 9, 1852.

5th. Tract of $52\frac{55}{100}$ acres, conveyed to State of California by D. Porter, July 14, 1880, said tract being also part of the Rancho Punta de Quentin, and lying west of the tract containing $142\frac{5}{100}$ acres, enumerated in par. 4.

6th. Tract containing 1 acre, conveyed to the State of California by D. Porter, February 15, 1879. [This tract contains the large reservoir for storage of water received from the Marin County Water Company by purchase under contract.]

Adjoining the State Prison lands on the southeast there lies a tract of tide lands comprising Tide Land Survey, No. 2, and Lots 6, 11, and 12, in Sec. 13, T. 1 N., R. 6 W., Mt. Diablo Meridian, containing 95 acres, owned and held at present by Mr. W. T. Coleman.

The difficulty in establishing correct boundary lines lies principally in the discrepancies existing in the surveys of the shore line of the bay of San Francisco, as described in the various deeds and patents. The original surveys of Tide Land Survey, No. 1, owned by the State, and No. 2, owned by Mr. Coleman, were made by the County Surveyor of Marin County, in 1860, and apparently were very carelessly made, as neither one of them has a starting point which at this day can be correctly established, and the descriptions of the two tracts in the patents conveying the title are faulty throughout.

The official survey of the Rancho Punta de Quentin was made in September, 1858, by R. C. Mathewson, United States Deputy Surveyor, and was approved by the United States Surveyor-General at San Francisco, August 4, 1865, and by the Commissioner of the General Land Office at Washington, April 5, 1866. This survey encroaches in one place very materially upon the tide lands (Survey, No. 1), the line falling fully seventy-five feet from the shore for a distance of about eight hundred feet.

Deeds of August 25 and 31, 1869, conveying the tract of one hundred and forty-two and five one-hundredths acres to the State, are based upon this survey. This so called official survey of the Rancho Punta de Quentin also encroaches to some extent upon Tide Land Survey, No. 2, adjoining the State Prison lands on the southeast, and owned by Mr. Coleman.

There is still another survey made in 1870-71 by G. F. Allardt, Deputy Surveyor, under special instructions from the Surveyor-General, and under provisions of an Act of Legislature, entitled "An Act to provide for an

official survey of the swamp and overflowed, tide and salt marsh lands in Marin County," approved March 29, 1870. This survey does not agree in any particular with the other surveys mentioned before, but apparently was executed carefully and conscientiously, as it follows the shore line very closely, and this survey should therefore be taken as a basis for future surveys, if correctness of the boundary lines is required to be established. None of the deeds, however, give descriptions in accordance with this survey. As a matter of necessity, the boundary lines of the two-acre tract, now owned and claimed by Mr. A. J. Edwards, and being an almost wholly undescribed part of the forty-acre tract of tide lands (Survey, No. 1) acquired by the State of California from John F. Chellis, by deed dated April 19, 1864, and the boundary lines of the tide lands (Survey, No. 2), now owned by Mr. Coleman, where adjoining the State lands, should be established permanently and undisputably in order to guard against any complications of a serious nature in the future.

For the financial exhibit you are respectfully referred to the report of the Clerk; for the sanitary condition, to the report of the Physician (in this Dr. Durant makes some interesting exhibits of the result of the vaccination of the prisoners during the smallpox epidemic).

I am greatly indebted to Captain Benj. Chambers, Deputy Warden, for his untiring and zealous efforts in aiding to make the administration of the prison successful, and I am also similarly indebted to Captain Smith, the Turnkey, Dr. Durant, the Physician, and to all the officers of the prison. Permit me to return my thanks to your honorable Board for the great compliment paid to me in December last, and for unvarying kindness and courtesy at all times.

Respectfully submitted.

JOHN McCOMB, Warden.

CLERK'S REPORT.

CLERK'S OFFICE, CALIFORNIA STATE PRISON, }
SAN QUENTIN, CAL., August 1, 1888. }

Hon. JOHN McCOMB, Warden State Prison, San Quentin, California :

SIR: I have the honor to submit herewith tabulated statements showing the financial transactions of this prison during the thirty-ninth fiscal year, ending June 30, 1888.

Very respectfully,

J. V. ELLIS, Clerk.

TABLE No. 1.

Cash Receipts of the State Prison at San Quentin, during the Thirty-ninth Fiscal Year, ending June 30, 1888.

DATE.	State Treasury General Appropriation.	State Treasury State Prison Fund.	State Treasury Jute Revolving Fund.	United States.
1887—July	* \$7,777 19	\$23,897 94		
August		7,521 00	\$26,213 00	
September	12,640 19	9,117 98		
October	27,876 68	8,128 70		
November		10,052 18	1,227 00	\$593 50
December	21,456 98	8,871 58	14,300 00	
1888—January	11,462 60	8,427 81		
February	21,577 22	7,550 29		
March	28,684 89			3,333 45
April	27,444 65			
May	7,806 65	18,836 85	20,138 40	675 50
June	16,470 29	32,855 99	40,000 00	
Totals	\$183,197 34	\$135,260 32	\$101,878 40	\$4,602 45

DATE.	Brick Department.	Door Department.	Foundry Department.	Furniture Department.	Jute Department.
1887—July		\$5,008 14	\$43 27	\$1,629 54	\$21,640 53
August		4,691 58	2 50	1,329 30	18,200 46
September		5,383 80	134 15	2,136 65	9,010 83.
October		4,543 47	5 93	1,294 67	7,697 06
November		4,912 06	6 38	99 15	5,415 16
December		4,275 42	80	16 00	4,261 70
1888—January		4,108 35	85	1 10	3,402 87
February		3,848 18			5,706 57
March	\$11 77	3,426 83	2 15	42 00	27,232 73
April	32 20	3,564 33	1 50		25,058 48
May		3,049 84	1 00	112 25	27,234 48
June		2,426 54	5 00	24 85	26,666 09
Totals	\$43 97	\$49,238 54	\$203 53	\$6,685 51	\$181,526 96

DATE.	Commissary Department.	Turnkey's Department.	Hospital Department.	Stock Department.	Prison Labor.
1887—July	\$454 61	\$146 98	\$31 30	\$233 55	\$87 00
August	681 54	121 50	26 65	242 30	93 00
September	777 79	150 00	29 90	194 75	59 00
October	698 58	134 40	16 75	236 10	51 00
November	726 21	102 15	15 80	162 70	31 50
December	740 50	163 31	22 10	155 45	25 00
1888—January	837 27	125 76	14 75	157 25	48 50
February	888 27	91 40	33 70	496 35	26 00
March	65 52	208 13	22 00	91 35	52 50
April	184 27	166 66	21 60	88 35	45 00
May	172 07	214 21	29 45	90 40	39 75
June	174 09	201 17	19 55	90 00	44 00
Totals	\$6,400 72	\$1,825 67	\$283 55	\$2,238 55	\$602 25

* Balance of appropriation for the thirty-eighth fiscal year.

TABLE No. 1—Continued.

DATE.	Board and Rent.	Water and Gas.	Miscellaneous.	Total.
1887—July	\$202 00	\$32 20		\$61,184 25
August	207 25	31 40	\$176 10	59,537 58
September	199 00	32 70	50 00	39,916 74
October	189 50	30 75	172 01	51,075 00
November	196 00	35 00		23,574 79
December	193 35	29 55	1 00	54,512 74
1888—January	188 25	32 10	2 50	28,809 96
February	237 60	36 45	14 30	40,506 33
March	162 00	31 66		63,366 98
April	163 50	34 10		56,804 64
May	180 52	26 75	10 00	78,618 12
June	156 69	15 25		119,149 51
Totals	\$2,275 66	\$367 91	\$425 91	\$677,057 24
Balance on hand June 30, 1887				853 68
				\$677,910 92

TABLE No. 2.

Cash Disbursements of the State Prison at San Quentin, during the Thirty-ninth Fiscal Year, ending June 30, 1888.

DATE.	State Treasury State Prison Fund.	State Treasury Jute Revolving Fund.	Merchandise.	Materials.
1887—July			\$19,154 71	\$2,463 38
August	\$20,050 98	\$24,686 67	48 92	26,370 56
September	8,912 00	9,379 77	12,021 43	1,589 18
October	7,199 22	8,115 16	25,911 67	1,341 94
November	6,835 56	7,786 54	604 83	3,915 31
December	5,563 31	5,226 39	21,061 72	15,036 59
1888—January			11,099 61	552 67
February	4,208 35	4,793 42	19,925 64	338 00
March	5,598 15	5,705 13	17,093 02	2,535 15
April	31,469 04	2,623 42	16,239 30	1,763 81
May	28,643 54		15,565 88	20,779 66
June	7,007 32	20,138 40	13,548 64	65,607 14
Totals	\$125,487 47	\$88,454 90	\$172,275 37	\$142,293 39

DATE.	Salaries.	Wages of Department Employés.	Allowance to Officers in Lieu of Board.	Allowance paid to Discharged Prisoners.	Transportation of Prisoners.
1887—July	\$5,085 00	\$2,585 50	\$268 70	\$142 50	\$183 75
August	5,085 00	2,436 00	268 70	87 50	93 10
September	5,085 00	2,370 75	268 70	105 00	81 75
October	4,958 35	2,114 50	238 70	145 00	87 95
November	4,965 00	1,999 50	238 70	140 00	72 40
December	4,921 70	1,945 00	238 70	119 00	162 55
1888—January	5,039 15	2,043 15	238 70	195 00	
February	5,670 83	2,062 50	217 00	145 00	86 05
March	5,574 52	1,936 50	243 76	140 00	215 05
April	5,593 88	2,040 75	308 70	105 00	413 95
May	5,696 72	2,145 00	347 20	160 00	349 35
June	5,704 35	2,240 50	353 50	195 00	144 55
Totals	\$63,379 50	\$25,919 65	\$3,231 06	\$1,679 00	\$1,890 45

TABLE No. 2—Continued.

DATE.	Escaped Prisoners.	Repairs and Improvements.	General Expense.	Expense of State Prison Directors.
1887—July		\$23 92	\$105 40	\$104 35
August		34 58	159 50	
September			164 60	119 35
October	\$54 00	38 36	145 60	
November	1 70	66 35	109 30	
December	19 00	24 43	376 30	31 20
1888—January	40 00	50 55	378 15	53 70
February		73 00	402 60	142 90
March		375 16	256 60	
April		65 76	265 55	
May		235 27	279 50	146 45
June		158 62	337 20	60 00
Totals	\$114 70	\$1,146 00	\$2,980 30	\$657 95

DATE.	Gas.	Water.	United States.	Miscellaneous.	Total.
1887—July	\$334 80	\$1,659 50		\$352 20	\$32,463 71
August			\$5 00		79,326 51
September	152 32	882 85		50 00	41,182 70
October	335 09	1,656 85		92 00	52,434 39
November			5 00		26,740 19
December	490 53	1,366 77			56,583 19
1888—January	283 98	467 40		30 50	20,472 56
February	316 46	421 67			38,803 42
March	276 73	478 20			40,427 97
April	596 60	660 55	20 20		62,166 51
May	584 51	888 53	25 40		75,847 01
June	547 30	1,103 82		215 00	117,361 34
Totals	\$3,918 32	\$9,586 14	\$55 60	\$739 70	\$643,809 50
Bal. on hand June 30, 1888					34,101 42
					\$677,910 92

TABLE No. 3.

Abstract of Expenses for the Thirty-ninth Fiscal Year.

Advertising		\$186 51
Turnkey's department		21,451 13
Guards' department		2,502 61
Hospital department		2,933 36
Library department		170 07
Stock department		2,491 67
Guards' mess	\$8,508 30	
Officers' mess	4,097 21	
Prison mess	48,627 73	
Turnkey's mess	2,848 16	
Allowance to officers in lieu of board	2,609 56	
Warden's house	1,266 15	
Salaries		67,957 11
Directors' expense		63,379 50
General expense		553 60
General repairs		3,749 47
Warden's office		2,611 52
Clerk's office		389 11
Gas		100 59
Water		2,831 88
Escaped prisoners	\$114 70	8,607 41
Discharged prisoners	1,679 00	
Transportation of prisoners	1,776 20	
Transportation of insane	87 45	
Electric lights		3,657 35
		602 88
Total expense for the year		\$184,175 77

TABLE No. 4.

Earnings for the Thirty-ninth Fiscal Year.

Brick department	\$631 76	
Door department	32,356 60	
Furniture department	279 67	
Jute department	51,120 82	
Foundry department	4,164 49	
Total		\$88,553 34
Deduct expenses of engineer's department	\$1,657 61	
Deduct expenses of new jute mill	142 00	
		1,799 61
Net earnings of manufacturing departments		\$86,753 73
Support of United States prisoners	\$2,598 00	
Extra labor	592 00	
Commissary department	1 94	3,191 94
Total earnings for the year		\$89,945 67

TABLE No. 5.

Assets and Liabilities of the California State Prison, San Quentin, June 30, 1888.

<i>Assets.</i>		
Buildings, gas and water mains	\$464,331 00	
Real estate and improvements	41,078 50	
Reservoirs	31,278 55	
Brick department	7,607 40	
Engineer's department, machinery	35,250 00	
Engineer's department, stock and tools	1,041 78	
Foundry department	8,938 39	
Furniture department	19,726 64	
Jute department, factory and equipment	249,385 69	
Jute department, stock, fabrics, etc.	87,420 80	
Guards' department	12,834 69	
Commissary department, property	436 93	
Commissary department, stock	3,770 48	
Turnkey's department	23,854 68	
Hospital department	1,253 06	
Library department	912 10	
Stock department	11,270 74	
Clerk's and Secretary's offices	981 85	
Warden's house	3,264 12	
		\$1,004,637 40
Due from the United States	\$752 10	
Due from sundry debtors	9,533 49	
Cash in State Prison Fund	35,579 79	
Cash, balance on hand	34,101 42	
		79,966 80
Total assets June 30, 1888		\$1,084,604 20
<i>Liabilities.</i>		
Unpaid bills for merchandise, material, etc.	\$16,138 99	
Unpaid wages of department employes	2,284 00	
Unpaid salaries of officers and guards	5,736 67	
Total liabilities June 30, 1888		\$24,159 66
Excess of assets		\$1,060,444 54

TURNKEY'S REPORT.

SAN QUENTIN, August 1, 1888.

Gen. JOHN McCOMB, Warden California State Prison, San Quentin:

SIR: I herewith submit my report for the fiscal year ending June 30, 1888.

Respectfully,

M. A. SMITH, Turnkey.

TABLE No. 1.

Recapitulation of Received and Discharged Prisoners, from July 1, 1887, to June 30, 1888.

MONTH.	By Commitment.	By Commitment U. S. Prisoners.	Returned Convict Witnesses.	Escapes Recaptured.	Prisoner Remanded by Order of Court.	Returned with Additional Charge.	Transferred from Folsom.	Returned from Insane Asylum.	Total Received.	Discharged per Act and Re-stored.	Discharged per Act.	United States Prisoners Discharged.
1887—July	26								26	16	15	1
August	36	1	1						38	21	5	
September	33								33	19	3	
October	36	1	1	1				1	40	25	4	
November	39	2	1			1		1	44	22	9	1
December	31		2				1		34	22	5	
1888—January	36	1	1				6		44	31	7	
February	38		1						39	12	12	
March	44		3				150		197	6	21	
April	38	1							39	6	14	1
May	26	1							27	8	20	2
June	32	2	1		1				36	6	32	
Totals	415	9	11	1	1	1	157	2	597	194	147	5

MONTH.	Taken out for New Trial.	Taken out on Writ of Habeas Corpus.	Taken out on Certificate of Probable Cause.	Taken out as Witness.	Taken out on Additional Charge.	Pardoned by the Governor.	Pardoned by the President.	Transferred to Folsom.	Escaped.	Died.	Taken to Insane Asylum.	Total Discharged.	Number of Prisoners on Hand at Close of Each Month.
1887—July	1		1			1				1		36	1,210
August				1	1				3	3		33	1,215
September									4			28	1,220
October	3					1			1	1		38	1,222
November	1	1			1	6			2	2		45	1,218
December	3				2			2	2		1	37	
1888—January	1				1			5		3		48	1,214
February					1	5				6		36	1,217
March			1		3					4		35	1,379
April						3						24	1,394
May	1				1	1				4		36	1,385
June		1			1	1	1			2		44	1,377
Totals	10	2	2	1	11	18	1	7	3	32	7	440	

TABLE No. 1—Continued.

Recapitulation of Received and Discharged Prisoners, from July 1, 1887, to June 30, 1888.

Number of prisoners on hand June 30, 1887.....		1,220
Number of prisoners received by commitment.....	415	
Number of United States prisoners received.....	9	
Returned with additional charge.....	1	
Returned convict witnesses.....	11	
Escapes recaptured.....	1	
Prisoners remanded by order of Court.....	1	
Transferred from Folsom.....	157	
Returned from Insane Asylum.....	2	
		597
Total.....		1,817
Discharged per Act and restored.....	194	
Discharged per Act.....	147	
Transferred to Folsom.....	7	
Taken out for new trial.....	10	
Taken out on writ of habeas corpus.....	2	
United States prisoners discharged.....	5	
Taken out on certificate of probable cause.....	2	
Taken out as witnesses.....	11	
Escaped.....	3	
Died.....	32	
Taken out on additional charge.....	1	
Pardoned by the Governor.....	18	
Pardoned by the President.....	1	
Taken to Insane Asylum.....	7	
		440
Number of prisoners on hand June 30, 1888.....		1,377
Increase for the fiscal year.....		157

TABLE No. 2.

Prisoners Discharged, and on what Days of the Month, from July 1, 1887, to June 30, 1888.

DAY OF MONTH.	1887.						1888.						Total.
	July	August	September	October	November	December	January	February	March	April	May	June	
First	1	3		3		3		1	1		2	1	15
Second	2						3	1	1	1	2	1	10
Third			1	2	4	2	1	1	1			2	13
Fourth	1			2		1	1		1	2	1	2	11
Fifth		2	1	4	1	1	1	1	1		1	1	13
Sixth		4			1	1	1		3		1	1	12
Seventh			1	3	3		2		2				11
Eighth	1			2	1	1			5		1	1	12
Ninth	3	1				1	1					1	7
Tenth		3	1	1		2	1	2	1				11
Eleventh		5	3	4	2		2	2	4	1	1		24
Twelfth	1	1		1	2		6	3		2			16
Thirteenth	1	3			1					1	1	1	8
Fourteenth			4		2		4		1	1	3	3	18
Fifteenth	1		1	1	2	1	2	1		2	2	5	18
Sixteenth	2	2				1	3	1	1		1	1	12
Seventeenth		1		2	1	5	1	2			1	2	15
Eighteenth	2			3	1		1	2	2	3		5	19
Nineteenth	2	1		1	4			1	1			2	12
Twentieth	1	1	5			6	3	1	2	1	1		21
Twenty-first	2			1	7		1	3		4	2	1	21
Twenty-second			3	2	2	1	1	5	1	1	4	1	21
Twenty-third	5		3		2	1		1		2	1	2	17
Twenty-fourth		1	3	1	2	3	1	1	1			2	13
Twenty-fifth		1					2	3					6
Twenty-sixth	1	1	1		4		2	2	2	2		2	17
Twenty-seventh	6	1				1	1	1	1		1	1	13
Twenty-eighth	1			1	1	1	2	4	1		2		13
Twenty-ninth	1	1	1	3	1	1				1	3	2	16
Thirtieth	2				1		1		1		3	4	12
Thirty-first		1		1		4	2		1		2		11
Totals	36	33	28	38	45	37	48	36	35	24	36	44	440

TABLE No. 3.

Prisoners Received, and on what Days of the Month, from July 1, 1887, to June 30, 1888.

DAY OF MONTH.	1887.						1888.						Total.
	July	August	September	October	November	December	January	February	March	April	May	June	
First	2			1		2	6	2	1		1		15
Second	2		1	1	1	2		1	1			2	11
Third	1	4	2	1	2			1	1			1	13
Fourth		1	5	1	3	1	1	1		2			15
Fifth		2			1	1		2	2	1		1	10
Sixth	2	2	1	3	1	1		1	2	1	3	2	19
Seventh	2				3		1	2	1	4	2		15
Eighth	3			3	1	2	2	3	1		2	1	18
Ninth			1			3	2	1	1	4	1	1	14
Tenth	1		1	1		1	1	1		3	1	3	13
Eleventh		2		1	1	1	2	1	1			1	10
Twelfth			5	1	1	1		4	2	1	1	3	18
Thirteenth			1	1	3	2	2	1	1			2	13
Fourteenth			1	1		1	1	4	4	1	1		14
Fifteenth	1	3	1	2	1	1	1		3		2	1	16
Sixteenth			2		4	1			4	1			12
Seventeenth		1		2	1		1	1	4	2	1	2	15
Eighteenth		1	2	1		2	2	1	1			1	11
Nineteenth		2		1		1	4		3	3		1	15
Twentieth			1	1	2	2		2	1		1		10
Twenty-first	2			1	4	1	3	1	5				17
Twenty-second	1	1			2		2	1		2		2	11
Twenty-third	2	6		3	5	2	1	1		3	1	6	30
Twenty-fourth		1	2	1				2	1	3	2	2	14
Twenty-fifth	1		3	3	2	1	1	1		2	1		15
Twenty-sixth		2	1	1			4				3		11
Twenty-seventh	1	4		3	3		1	1	4			1	18
Twenty-eighth			1		1	1	1	1	1	1	1	1	9
Twenty-ninth		1	2	2	2		1	2	1	2		1	14
Thirtieth	4	3		2	1	4	2			3	3	1	23
Thirty-first	1	2		2			2		151				158
Totals	26	38	33	40	44	34	44	39	197	39	27	36	597

TABLE No. 4.

Nativity of Prisoners.

UNITED STATES.	Number.	FOREIGN.	Number.
Arkansas	3	American waters	1
Arizona Territory	1	A set	1
Alabama	2	Austria	6
California	305	Australia	10
Connecticut	7	Belgium	2
Colorado	2	British Columbia	1
District of Columbia	1	Canada	28
Florida	1	China	173
Georgia	3	Chili	1
Illinois	37	Central America	1
Indiana	13	Denmark	2
Iowa	16	England	49
Kentucky	19	East Indies	1
Kansas	3	France	17
Louisiana	6	Finland	2
Massachusetts	55	Germany	55
Missouri	30	Ireland	78
Maryland	13	Italy	19
Maine	13	Isle of Man	2
Michigan	7	Japan	1
Montana	2	Lower California	2
Minnesota	3	Mexico	40
Mississippi	2	Nova Scotia	3
New York	120	New Brunswick	6
New Hampshire	1	Portugal	5
New Jersey	6	Poland	2
New Mexico	1	Russia	2
Nevada	1	Sweden and Norway	11
Nebraska	1	Switzerland	9
North Carolina	5	Scotland	15
Ohio	29	Sicily	1
Oregon	12	Sandwich Islands	1
Pennsylvania	46	South Wales	1
Rhode Island	4	West Indies	1
South Carolina	4	Wales	2
Tennessee	16		
Texas	4	Total	551
Vermont	4		
Virginia	13	RECAPITULATION.	
West Virginia	2	United States	826
Wisconsin	13	Foreign	551
Total	826	Total	1,377

TABLE No. 5.
Classification of Crime.

CRIME.	Number.	CRIME.	Number.
Arson	1	Burglary, first degree, and assault with a deadly weapon	1
Arson, first degree	1	Burglary, second degree	145
Arson, second degree	8	Burglary, second degree, and prior	7
Arson, second degree, and grand larceny	1	Burglary, second degree; two priors	1
Abduction for the purpose of prostitution	2	Burglary, second degree; three priors	1
Administering poison with intent to kill	1	Burglary, second degree, and arson, second degree	1
Assault to murder	50	Counterfeiting	3
Assault to murder and prior	2	Crime against nature	7
Assault to murder; assault to rob	1	Embezzlement	6
Assault to murder and robbery	2	Forgery	38
Assault to murder (two commitments)	2	Felony	40
Assault with intent to commit murder	4	Felony and burglary, first degree	1
Assault with intent to commit murder, and grand larceny	1	Grand larceny	225
Assault to rape	20	Grand larceny, second offense	1
Assault to rape and prior	1	Grand larceny, burglary, second degree, and escape	1
Assault with intent to commit rape	1	Grand larceny and prior	10
Assault to rob	16	Grand larceny (three commitments)	1
Assault with a deadly weapon	32	Grand larceny; five priors	1
Assault with a deadly weapon and \$4,000 fine	1	Grand larceny and burglary, first degree	1
Assault with a deadly weapon and \$3,000 fine	1	Grand larceny and injuring a jail	1
Assault with a deadly weapon and \$2,500 fine	1	Grand larceny and assault to murder	1
Assault with a deadly weapon and \$500 fine	1	Grand larceny; burglary, first degree; burglary, first degree, and arson, second degree (four commitments)	1
Assault with a deadly weapon, and burglary, first degree	1	Incest	1
Assault with a deadly weapon and assault to rob	2	Illegal voting	2
Assault with a deadly weapon with intent to murder	2	Injuring a public jail	4
Assault with a deadly weapon with intent to kill	1	Mayhem	3
Assisting a prisoner to escape	1	Mayhem and assault with a deadly weapon	1
Attempt at grand larceny	4	Manslaughter	61
Attempt at burglary	5	Murder	11
Attempt at burglary (two commitments)	1	Murder, first degree	96
Attempt at burglary, first degree	2	Murder, second degree	97
Attempt at burglary, first degree, and prior	3	Mingling poison with food	1
Attempt at burglary, second degree	1	Passing counterfeit money	2
Attempt at burglary, first and second degrees	1	Perjury	6
Attempt at robbery	2	Petit larceny and priors	3
Attempt at arson, first degree	1	Petit larceny and prior felony	1
Attempt to bribe	4	Petit larceny, second offense	18
Attempt to commit rape	1	Petit larceny and prior petit larceny	1
Bigamy	1	Rape	12
Buggery	4	Robbery	122
Bridge burning	1	Robbery and escape	2
Burglary	76	Robbery and priors	1
Burglary (two counts)	2	Robbery and assault with a deadly weapon	1
Burglary and felony	1	Robbery (three commitments)	2
Burglary and prior petit	1	Robbery, four priors	1
Burglary, first degree	140	Robbery and prior petit	4
Burglary, first degree, and prior	9	Robbery United States mail	1
Burglary, first degree, and prior petit	1	Robbery and burglary	1
Burglary, first degree, and felony	1	Robbery and injuring jail	1
Burglary, first degree, and escape	1	Receiving stolen goods	3
Burglary, first and second degrees	1	Subornation of perjury	1
		Sodomy	1
		Smuggling	1
		Total	1,377

TABLE No. 6.
Terms of Imprisonment.

TERM.	Number.	TERM.	Number.
One half year	3	Twelve and one half years	1
One year	69	Thirteen years	5
One and one sixth years	1	Fourteen years	28
One and one fourth years	1	Fifteen years	53
One and one half years	13	Sixteen years	4
Two years	119	Seventeen years	3
Two and one third years	1	Eighteen years	5
Two and one half years	16	Nineteen years	1
Two and three fourths years	1	Twenty years	20
Three years	113	Twenty-one years	6
Three and one fourth years	1	Twenty-two and one half years	1
Three and one half years	12	Twenty-three years	1
Four years	91	Twenty-four years	5
Four and one half years	1	Twenty-five years	20
Five years	210	Twenty-seven years	1
Five and one half years	2	Twenty-eight years	2
Six years	59	Twenty-nine years	1
Six and one sixth years	1	Thirty years	5
Six and one half years	4	Thirty-two years	1
Seven years	85	Thirty-four years	1
Seven and one half years	1	Thirty-five years	5
Eight years	59	Thirty-six years	1
Eight and one half years	2	Forty years	7
Nine years	16	Fifty years	6
Ten years	138	Life-timers	141
Eleven years	6		
Twelve years	23	Total	1,377

TABLE No. 7.
Number of Prisoners from Each County.

COUNTY.	Number.	COUNTY.	Number.
Alameda	57	San Benito	6
Amador	11	San Bernardino	73
Butte	20	San Diego	53
Calaveras	8	San Joaquin	48
Contra Costa	15	San Luis Obispo	9
Colusa	11	San Mateo	7
Del Norte	2	Santa Barbara	27
El Dorado	3	Santa Clara	64
Fresno	44	Santa Cruz	2
Humboldt	18	Shasta	17
Inyo	3	Sierra	14
Kern	22	Siskiyou	12
Lake	8	Solano	10
Los Angeles	132	Sonoma	21
Marin	7	Stanislaus	11
Mendocino	14	San Francisco and Marin	3
Mariposa	10	Sonoma and Marin	1
Merced	28	Tehama	14
Mono	3	Trinity	3
Monterey	21	Tulare	20
Modoc	4	Tuolumne	15
Nevada	10	Ventura	12
Napa	14	Yolo	3
Placer	13	Yuba	5
Plumas	3		
Sacramento	28	Total	1,377
San Francisco	418		

TABLE No. 7—Continued.

Number of Terms.

Prisoners serving their first term	1,096
Prisoners serving their second term	170
Prisoners serving their third term	68
Prisoners serving their fourth term	25
Prisoners serving their fifth term	5
Prisoners serving their sixth term	9
Prisoners serving their seventh term	2
Prisoners serving their eighth term	2
Total	1,377

TABLE No. 8.

Ages of Prisoners.

AGE.	Number.	AGE.	Number.
Twelve years	1	Forty-three years	11
Fourteen years	2	Forty-four years	15
Fifteen years	6	Forty-five years	27
Sixteen years	12	Forty-six years	19
Seventeen years	22	Forty-seven years	17
Eighteen years	26	Forty-eight years	22
Nineteen years	36	Forty-nine years	14
Twenty years	50	Fifty years	13
Twenty-one years	52	Fifty-one years	6
Twenty-two years	81	Fifty-two years	7
Twenty-three years	49	Fifty-three years	9
Twenty-four years	65	Fifty-four years	6
Twenty-five years	56	Fifty-five years	5
Twenty-six years	44	Fifty-six years	13
Twenty-seven years	71	Fifty-seven years	4
Twenty-eight years	66	Fifty-eight years	8
Twenty-nine years	46	Fifty-nine years	3
Thirty years	63	Sixty years	4
Thirty-one years	38	Sixty-one years	3
Thirty-two years	39	Sixty-two years	3
Thirty-three years	30	Sixty-three years	2
Thirty-four years	37	Sixty-four years	1
Thirty-five years	45	Sixty-five years	2
Thirty-six years	30	Sixty-seven years	2
Thirty-seven years	48	Sixty-eight years	1
Thirty-eight years	28	Seventy-one years	3
Thirty-nine years	21	Seventy-four years	2
Forty years	34	Eighty years	1
Forty-one years	28	Total	1,377
Forty-two years	28		

TABLE No. 8—Continued.

Educational Abilities of Prisoners.

Read and write	1,100
Read and cannot write	59
Neither read nor write	218
Total	1,377

TABLE No. 9.

Occupation of Prisoners when Received.

OCCUPATION.	Number.	OCCUPATION.	Number.
Amalgamator	1	Lithographer	1
Baker	10	Laborer	388
Bookkeeper	7	Milliner	3
Barkeeper	10	Molder	6
Barber	27	Miner	38
Blacksmith	25	Machinist	18
Butcher	16	Mattressmaker	1
Brick mason	1	Millwright	1
Broommaker	1	Messenger boy	2
Boilermaker	5	Printer	15
Brakesman	7	Plumber	1
Bolt-cutter	1	Painter	15
Butler	1	Physician	3
Buttonmaker	1	Porter	1
Boxmaker	2	Photographer	1
Blockmaker	1	Polisher	2
Brewer	3	Pianomaker	1
Bookbinder	1	Quarryman	4
Calico printer	1	Railroad employé	11
Cook	110	Rigger	1
Carver	4	Ship carpenter	3
Carpenter	33	Sashmaker	3
Cigarmaker	32	Sailor	45
Clerk	28	Solicitor	2
Cabinetmaker	4	Storekeeper	2
Cooper	1	Servant	3
Coach driver	2	Schoolmaster	4
Civil engineer	2	Stock raiser	2
Carriagemaker	2	Steward	3
Crackermaker	1	Stonecutter	3
Camphor refiner	1	Stevedore	6
Compositor	1	Salesman	2
Domestic	15	Spinner	1
Dairyman	2	Shoemaker	31
Druggist	2	Stage driver	1
Driller	1	Special officer	1
Dyer	1	Soldier	1
Dentist	2	Sailmaker	1
Engineer	16	Teamster	42
Electrician	1	Tailor	10
Farmer	54	Telegraph operator	1
Fisherman	8	Tinsmith	7
Fireman	9	Tanner	2
Furniture polisher	1	Tobacconist	1
Foundryman	4	Undertaker	1
Filer and sawyer	3	Upholsterer	1
Gardener	6	Vaquero	35
Gasfitter	2	Washman	78
Glovesmaker	1	Weaver	2
Harnessmaker	18	Wheelwright	1
Hostler	29	Waiter	30
Herder	2	Wood turner	4
Horseshoer	4	Washerwoman	1
Hatter	1	Watchmaker	1
Hackman	1		
Ironer	7	Total	1,377
Interpreter	1		

TABLE No. 10.

Statistics of environments as compiled from the statements of prisoners. Details of their habits, relations, and conditions prior to their arrest and conviction, and the causes that led thereto.

	Number.		Number.
<i>Color.</i>		<i>Religious Denominations.</i>	
White.....	1,164	Catholic (Roman).....	576
Black.....	12	Catholic (Greek).....	15
Indian.....	20	Baptist.....	51
Mongolian (Chinese).....	174	Episcopalian.....	76
Mongolian (Japanese).....	1	Lutheran.....	63
Indo-Caucasian.....	2	Methodist.....	81
Mulatto.....	4	Presbyterian.....	71
Total.....	1,377	Universalist.....	57
		Hebrew.....	12
<i>Residence.</i>		Mormon.....	5
Residents of State.....	757	Pagan.....	175
Non-residents of State (land).....	577	Irreligious.....	195
Non-residents of State (sea).....	45	Total.....	1,377
Total.....	1,377	<i>Conjugal Relations.</i>	
<i>Moral Relations.</i>		Married.....	207
Intemperate.....	647	Married and separate.....	61
Moderate.....	50	Widowed.....	43
Temperate.....	80	Single.....	1,066
Opium users.....	600	Total.....	1,377
Total.....	1,377	<i>Social Relations.</i>	
<i>Educational.</i>		Parents living.....	449
Read, write, and cipher (English).....	653	Parents dead.....	286
Read and write (English).....	106	Father living.....	189
Read only (English).....	39	Mother living.....	165
Read and write (English and foreign).....	137	No knowledge of parents.....	288
Read and write (foreign only).....	204	Total.....	1,377
Read only (foreign).....	20	<i>Age When Parents Died.</i>	
Illiterate.....	218	Under 10 years when father died.....	96
Total.....	1,377	Over 10 years when father died.....	79
<i>School.</i>		Over 18 years when father died.....	133
Public school.....	927	Under 10 years when mother died.....	92
Private school.....	105	Over 10 years when mother died.....	77
College.....	43	Over 18 years when mother died.....	163
Self-educated.....	84	Parents that are not dead.....	449
No school.....	218	No knowledge of death of parents.....	288
Total.....	1,377	Total.....	1,377
<i>Attending Church.</i>		<i>Soldiers or Sailors.</i>	
Regular.....	550	Served in United States Army.....	81
Irregular.....	457	Served in United States Navy.....	23
Never.....	370	Served in Confederate Army.....	7
Total.....	1,377	Served in Confederate Navy.....	2
<i>At Sunday School.</i>		Served in State Militias.....	109
Regular.....	550	Served in German Army.....	3
Irregular.....	457	Served in German Navy.....	2
Never.....	370	Served in English Army.....	9
Total.....	1,377	Served in English Navy.....	6
		Served in French Army.....	3
		Served in French Navy.....	2
		Served in Italian Army.....	4
		Served in Italian Navy.....	1
		Served in Mexican Army.....	3
		Served in other foreign armies and navies.....	16
		Served in no branch of service.....	1,096
		Total.....	1,377

TABLE No. 10—Continued.

	Number.		Number.
<i>How Crime was Committed.</i>		For miscellaneous crimes	\$20,000
Alone	916	For transportation	20,000
With accomplices	461	Total	\$609,100
Total	1,377	<i>Cause of Crime.</i>	
<i>Where Living when Crime was Committed.</i>		Crime caused by liquor	390
Living in city	470	Crime caused by destitution	175
Living in town	94	Crime caused by bad associates	600
Living in country	213	Crime caused by sudden im-	
Wandering from place to place	600	pulses	98
Total	1,377	Crime caused by ignorance	68
<i>Time of Committing Crime.</i>		Crime caused by wrong inflicted	
By night	548	(real or imaginary)	21
By day	829	Crime caused by gambling	15
Total	1,377	Total	1,377
<i>Place of Committing Crime.</i>		<i>Cause of Committing Crime.</i>	
House of business (mercantile)	121	Professional criminal	234
House of business (monetary)	23	Destitution	75
Private residence	264	Liquor	275
Public residence (hotels, etc.)	198	Opium	600
Highways (railroad and stage		Women	56
routes)	108	Uncontrollable impulses	19
Highways (common roads, etc.)	59	Ignorance	70
Saloons	264	Bestial passions	31
Miscellaneous places	340	Resistance	7
Total	1,377	Gambling	10
<i>Estimated Amount of Property Stolen.</i>		Total	1,377
By forgeries	\$51,000	<i>Industrial Relations.</i>	
By burglaries	93,000	Trades (multiple)	130
By robberies	62,000	Trades (single)	700
By false representations	1,100	Knowledge of trade	100
By false claims	1,800	No trade (laborer)	300
By larcenies (grand)	29,000	No trade (vagrant)	117
By larcenies (petit)	350	Professions	30
By receiving stolen goods	1,500	Total	1,377
Total	\$239,750	<i>Plea.</i>	
<i>Estimated Damages Inflicted.</i>		Pleaded guilty	694
By arson	\$18,000	Pleaded not guilty	683
By burglarious operations	72,000	Total	1,377
Miscellaneous	20,000	<i>—</i>	
Total	\$110,000	Pleaded guilty because had nei-	
<i>Estimated Cost of Conviction and Transportation.</i>		ther money nor friends	208
For murder	\$268,000	Pleaded guilty to save disgrace	
For burglary	140,000	of friends	17
For arson	6,500	Pleaded guilty through igno-	
For assault to murder	45,000	rance of the law	48
For assault deadly weapon	9,600	Pleaded guilty in order to miti-	
For robbery and assaults to rob	90,000	gate the penalty	278
For rape and assaults to rape	10,000	Pleaded guilty because of prior	
		conviction	97
		Pleaded guilty to avoid prosecu-	
		tion for other crimes	40
		Pleaded guilty to murder	6
		Pleaded not guilty to murder	254
		Pleaded not guilty to assault to	
		murder	42
		Pleaded not guilty because had	
		money and friends	387
		Total	1,377

TABLE No. 10—Continued.

	Number.		Number.
<i>Ability to Gain Livelihood.</i>			
Can earn \$200 per month	2	Can earn \$70 per month	95
Can earn \$190 per month	2	Can earn \$60 per month	102
Can earn \$180 per month	3	Can earn \$50 per month	135
Can earn \$170 per month	5	Can earn \$40 per month	110
Can earn \$160 per month	8	Can earn \$30 per month	160
Can earn \$140 per month	13	Can earn \$20 per month	230
Can earn \$120 per month	30	Can earn \$10 per month	105
Can earn \$100 per month	60	Can earn \$5 per month	80
Can earn \$90 per month	70	Can earn \$0 per month	35
Can earn \$80 per month	80	A burden to the State	52
		Total	1,377

TABLE No. 11.

From what Counties Committed, and in what Year.

COUNTIES.	1867.	1868.	1869.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.
Alameda									1	1			1	2
Amador									1			1	1	
Butte												1	1	
Calaveras												1		
Colusa														
Contra Costa	1										1		1	
Del Norte													1	
El Dorado													1	
Fresno														
Humboldt										1				
Inyo														1
Kern													2	
Lake														1
Los Angeles											1	1	1	
Marin											1			
Mendocino														
Mariposa														
Merced														
Mono														
Monterey							1						1	
Modoc														
Nevada												1		1
Napa														
Placer								1	1					1
Plumas												1		
Sacramento						1		1						1
San Francisco						1			2	2		1	2	11
San Benito														
San Bernardino												1		2
San Diego						1								1
San Joaquin													3	
San Luis Obispo														
San Mateo														
Santa Barbara									1				1	
Santa Clara											1			
Santa Cruz														
Shasta										1		1		
Sierra														
Siskiyou														1
Solano														
Sonoma														1
Stanislaus														
San Francisco and Marin														
Sonoma and Marin													1	
Tehama										1			1	
Trinity														
Tulare										1				
Tuolumne														
Ventura														
Yolo											1			
Yuba														
Totals	1					3	1	2	5	7	5	8	16	23

TABLE No. 11—Continued.

COUNTIES.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	Total.
Alameda	1	5	2	3	3	11	19	10	57
Amador		1	1		2	1	3	1	11
Butte	1	1		2	3	4	4	3	20
Calaveras				1	2	1	3		8
Colusa	1			1	2	2	2	3	11
Contra Costa	1	1	1	1	4		3	2	15
Del Norte			1						2
El Dorado				1		1			3
Fresno	3	3	2	5	5	9	10	7	44
Humboldt				2	4	3	4	4	18
Inyo				1	1				3
Kern	1		2	2	3	6	3	3	22
Lake			1	2	1	1	2		8
Los Angeles	3	3	1	3	21	21	40	37	132
Marin			1		3	1	1		7
Mendocino	1			1	1	6	4	1	14
Mariposa					4	1	5		10
Merced			2	2	4	6	13	1	28
Mono						2		1	3
Monterey	1	1		3	5	6	2	1	21
Modoc				1	2	1			4
Nevada					1	4	2	1	10
Napa		1	2	2	3	3	2	1	14
Placer	4	1			1	1	1	2	13
Plumas						2			3
Sacramento		2	2	4	4	6	5	2	28
San Francisco	4	14	19	25	70	71	140	56	418
San Benito				1	2	1	1	1	6
San Bernardino				7	6	16	27	14	73
San Diego	1	1	1	2	5	2	21	18	53
San Joaquin	1			2	7	10	16	9	48
San Luis Obispo		1		2	1	1	3	1	9
San Mateo			1		1	1	2	1	7
Santa Barbara		1		4	3	5	4	8	27
Santa Clara		4	4	2	10	14	18	11	64
Santa Cruz					1		1		2
Shasta		2		3	3	2	3	2	17
Sierra			3	4	3	1	2	1	14
Siskiyou				1	3	3	2	2	12
Solano		1	1		2	1	5		10
Sonoma	1	2	2	3	3	5	3	1	21
Stanislaus	1	1	1	1	1	1	3	2	11
San Francisco and Marin	1	1		1					3
Sonoma and Marin									1
Tehama	2				2	2	3	3	14
Trinity				1	1		1		3
Tulare	3			1		3	11	1	20
Tuolumne	1	2	1	2	2	2	4	1	15
Ventura	1	1	1	1	1	1	2	4	12
Yolo							2		3
Yuba				1	1	2	1		5
Totals	33	51	52	101	207	243	403	216	1,377

TABLE No. 12.

Industrial and Criminal Life of Prisoners.

YEARS PASSED IN CRIMINAL PURSUITS.	YEARS PASSED IN INDUSTRIAL PURSUITS.										Total.
	1 to 2 ---	2 to 4 ---	4 to 6 ---	6 to 8 ---	8 to 10 ---	10 to 15 ---	15 to 20 ---	20 to 30 ---	30 to 40 ---	40 to 50 ---	
Twenty to twenty-five	---	---	---	2	6	5	2	4	2	---	21
Fifteen to twenty	10	9	3	7	11	22	11	15	2	---	90
Ten to fifteen	12	9	8	3	12	15	16	3	1	---	79
Eight to ten	11	6	17	8	19	18	23	7	---	---	109
Seven to eight	9	3	7	5	10	1	5	2	3	2	47
Six to seven	9	3	8	6	14	1	3	2	4	2	52
Five to six	5	6	9	5	13	11	9	10	2	---	70
Four to five	5	4	8	3	14	13	11	8	2	---	68
Three to four	19	8	6	3	8	15	7	2	4	---	72
Two to three	14	39	38	23	29	54	41	40	15	5	298
One to two	59	48	60	44	47	72	69	44	18	10	471
Totals	153	135	164	109	183	227	197	137	53	19	1,377

TABLE No. 13.

Terms Served in State Prisons and other Public Institutions.

TERMS SERVED IN OTHER PRISONS THAN SAN QUENTIN.	First Term in San Quentin, by Transfer from Folsom	First Term in San Quentin, by Original Commitment, Served one Term at Folsom	First Term in San Quentin, by Original Commitment	Second Term in San Quentin, by Original Commitment	Third Term in San Quentin, by Original Commitment	Fourth Term in San Quentin, by Original Commitment
Served two terms in Folsom	8			3	1	
Served one term in Folsom	30	10		5	2	1
Served two terms in other State Penitentiaries		1		1		
Served one term in other State Penitentiaries		1		1	1	1
Served four terms in San Francisco House of Correction	10	3	50	6	2	
Served three terms in San Francisco House of Correction	10	2	45	9	3	
Served two terms in San Francisco House of Correction	9	1	50	20	5	
Served one term in San Francisco House of Correction	11	2	55	23	9	
Served in San Francisco Industrial School	9	18	283	30	10	
Served in one or more County Jails	10	9	155	20	9	
Been incarcerated in Insane Asylum			4	2	1	
Only to San Quentin committed			250	50	25	23
Totals	97	47	892	170	68	25
TERMS SERVED IN OTHER PRISONS THAN SAN QUENTIN.	Fifth Term in San Quentin, by Original Commitment	Sixth Term in San Quentin, by Original Commitment	Seventh Term in San Quentin, by Original Commitment	Eighth Term in San Quentin, by Original Commitment	First Term in San Quentin by Transfer from Folsom, has Served Terms in other Prison	Total
Served two terms in Folsom					5	17
Served one term in Folsom					24	72
Served two terms in other State Penitentiaries						2
Served one term in other State Penitentiaries						4
Served four terms in San Francisco House of Correction					1	72
Served three terms in San Francisco House of Correction						69
Served two terms in San Francisco House of Correction						85
Served one term in San Francisco House of Correction						100
Served in San Francisco Industrial School					20	370
Served in one or more County Jails					10	213
Been incarcerated in Insane Asylum						7
Only to San Quentin committed	5	9	2	2		366
Totals	5	9	2	2	60	1,377

TABLE No. 14.

Showing the Number of Prisoners in the State Prison at San Quentin, June 30, 1888, under Commitment for Murder, in what Year Committed, and from what Counties.

COUNTIES.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	Total.
Butte											1			1
Calaveras									1	1				2
Colusa													1	1
Fresno												1		1
Humboldt	1													1
Kern				1									1	2
Los Angeles			1											1
Modoc									1					1
Tehama						1								1
Totals	1		1	1		1			2	1	1	1	2	11

TABLE No. 15.

Showing the Number of Prisoners in the State Prison at San Quentin, June 30, 1888, under Commitment for Murder in the First Degree, in what Years Committed, and from what Counties.

COUNTIES.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	Total.
Alameda				1								1	1				3
Amador			1														1
Butte						1	1										2
Colusa														2			2
Contra Costa						1											1
Del Norte							1										1
Fresno									3		1						4
Inyo								1									1
Kern											1					1	2
Lake								1									1
Los Angeles					1										1		2
Marin											2						2
Mendocino									1						1		2
Mariposa															1		1
Nevada						1		1							1		3
Napa												1					1
Placer			1					1					1	1			4
Sacramento										2	1		1	1			5
San Francisco			1	1		1		3	1	2		1	1	2	3	4	20
San Bernardino								2							1	1	4
Santa Barbara							1							1			2
San Diego	1							1				1					3
San Joaquin									1			1					2
Santa Clara										1	1		1	2	1		6
San Mateo										1							1
Solano	1													1			2
Siskiyou												1					1
Sierra												1	2				3
Shasta						1				1							2
Sonoma								1		1							2
Tulare				1					1						1		3
Tehama				1			2										3
Tuolumne										2							2
Ventura									1		1						2
Totals	2		3	4	2	4	5	11	8	10	7	7	9	9	9	5	96

TABLE No. 16.

Showing the Number of Prisoners in the State Prison at San Quentin, June 30, 1888, under Commitment for Murder of the Second Degree, what Years Committed, and from what Counties.

COUNTIES.	1867--	1868--	1869--	1870--	1871--	1872--	1873--	1874--	1875--	1876--	1877--
Alameda										1	
Amador											
Butte											
Colusa											
Contra Costa	1										
El Dorado											
Fresno											
Humboldt											
Inyo											
Kern											
Lake											
Los Angeles											
Marin											1
Mendocino											
Monterey							1				
Mariposa											
Nevada											
Napa											
Plumas											
Sacramento						1		1			
San Francisco						1			1		
San Bernardino											
Santa Barbara											
San Diego						1					
San Joaquin											
Santa Clara											
Solano											
Sonoma											
Stanislaus											
San Benito											
San Luis Obispo											
Siskiyou											
Tulare											
Tehama										1	
Tuolumne											
Yolo											
Totals	1					3	1	1	1	2	1

TABLE No. 16—Continued.

COUNTIES.	1878--	1879--	1880--	1881--	1882--	1883--	1884--	1885--	1886--	1887--	1888--	Total
Alameda			1				2		1			5
Amador		1			2							3
Butte	1			2								3
Colusa											1	1
Contra Costa							1					2
El Dorado						1						1
Fresno						1		1			2	4
Humboldt								1			1	2
Inyo						1	1					2
Kern		1		1		1		1	1			5
Lake						1				2		3
Los Angeles		1		1			2					4
Marin												1
Mendocino									1			1
Monterey		2		1			1					5
Mariposa								2				2
Nevada								1			1	2
Napa					1							1
Plumas	1											1
Sacramento												2
San Francisco					1	1	2	1	5	4	2	18
San Bernardino	1								1			2
Santa Barbara						1	1					2
San Diego				1				1			1	4
San Joaquin											1	1
Santa Clara										2		2
Solano						1				1		2
Sonoma						1		2	1			4
Stanislaus				1		1						2
San Benito										1		1
San Luis Obispo					1			1				2
Siskiyou			1									1
Tulare				1		1				1		3
Tehama												1
Tuolumne						1						1
Yolo										1		1
Totals	3	5	2	8	5	12	10	11	10	12	9	97

TABLE No. 17.

Showing the Number of Prisoners in the State Prison at San Quentin, June 30, 1888, Under Commitment for Manslaughter, in what Years Committed, and from what Counties.

COUNTIES.	1883.	1884.	1885.	1886.	1887.	1888.	Total.
Alameda			1	1	1		3
Amador			2				2
Butte					1		1
Colusa	1	1				1	3
Fresno			2				2
Humboldt					1		1
Kern					2		2
Los Angeles			2		3		5
Marin			1				1
Mendocino					2		2
Monterey					1		1
Merced			3		1		4
Mono						1	1
Napa						1	1
San Francisco	3		2	1	7		13
San Bernardino				1	2		3
San Joaquin					2		2
San Luis Obispo				1			1
San Diego						1	1
Stanislaus			1		1	1	3
Sonoma				1		1	2
Solano			1				1
Sierra					1	1	2
Trinity			1				1
Tulare					2		2
Tehama					1		1
Totals	4	1	16	5	28	7	61

TABLE No. 18.

Showing the Number of Prisoners in the State Prison at San Quentin, June 30, 1888, under Commitment for Felonious Assaults, in what Years Committed, and from what Counties.

COUNTIES.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	Total.
Alameda		1	1				1	1	2	6
Amador								1		1
Butte								1		1
Colusa								1		1
Contra Costa				1		2				3
Fresno					1				1	2
Humboldt							2	2	1	5
Kern								1		1
Los Angeles						1	5	5	3	14
Marin			1					1		2
Mendocino						2	2			4
Monterey							1	1		2
Mariposa								3		3
Mono			1							1
Merced				1			2	3		6
Nevada						1				1
Napa						2	1			3
Placer			1	1					1	3
San Francisco		1		5		2	5	14	9	36
San Bernardino				1	1	2	1	4		9
Santa Barbara			1		1				1	3
San Diego									1	1
San Joaquin							2			2
Santa Clara	1		1			1	1	2		6
Solano				1						1
Sonoma		1	1							2
Stanislaus								1	1	2
San Luis Obispo									1	1
San Mateo				1						1
Siskiyou						1			1	2
Sierra					2			1		3
Shasta								2		2
Tulare							2	4	1	7
Trinity						1				1
Tuolumne					1					1
Ventura					1					1
Yuba					1					1
Totals	1	3	7	11	8	15	25	48	23	141

TABLE No. 19.
Offenses Against Life.

YEAR COMMITTED.	Murder—First Degree	Murder	Murder—Second Degree	Manslaughter	Felonious Assaults	Total
Committed in year 1867			1			1
Committed in year 1872			3			3
Committed in year 1873	2		1			3
Committed in year 1874			1			1
Committed in year 1875	3		1			4
Committed in year 1876	4	1	2			7
Committed in year 1877	2		1			3
Committed in year 1878	4	1	3			8
Committed in year 1879	5	1	5			11
Committed in year 1880	11		2		1	14
Committed in year 1881	8	1	8		3	20
Committed in year 1882	11		5		7	23
Committed in year 1883	7		12	4	11	34
Committed in year 1884	7	2	10	1	8	28
Committed in year 1885	9	1	11	16	15	52
Committed in year 1886	9	1	10	5	25	50
Committed in year 1887	9	1	12	28	48	98
Committed in year 1888	5	2	9	7	23	46
Totals	96	11	97	61	141	406

TABLE No. 20.

Prison Account from 1851 to July 1, 1888.

YEARS.	Prisoners Received by Order of Court	Pardons Revoked	Escapes Recaptured	Returned from Insane Asylum	Returned Convict Witnesses	United States Prisoners Received	Returned with Additional Sentence on a New Charge	Received by Transfer from Folsom Prison	Remanded by Order of Court	Total Received
1851	35									35
1852	105		3							108
1853	103		2							105
1854	211		16							227
1855	206		25							291
1856	258		29							287
1857	245		32							277
1858	226		33							259
1859	220		50							270
1860	295		20							315
1861	238		9							247
1862	190		74							264
1863	163		4							167
1864	232		2							234
1865	235		1							236
1866	254	1	2	1						258
1867	287									287
1868	284	1								285
1869	332		1							333
1870	375			1						376
1871	373			5						378
1872	396			1						397
1873	206		2							208
1874	409		2	2						413
1875	542	1	3							546
1876	513		4	1						518
1877	615	1	3	1						620
1878	715									715
1879	597	1	6							604
1880	531		5	1	12	4			2	555
1881	525		2		21	4	2		3	557
1882	488		1	1	8	11	1			510
1883	415				20	4			1	440
1884	410		3	1	11	5	2		5	437
1885	424	1	2		5	11	1	3		447
1886	433	1		2	13	7		3	1	460
1887	403		1	2	6	4		2		418
1888	415		1	2	11	9	1	157	1	597
Totals	13,024	7	338	21	107	59	7	165	13	13,741

TABLE No. 20—Continued.

YEARS.	Discharged per Act and Re- stored.	Discharged per Act	Pardoned by the Governor	Pardoned by the President	Discharged by Expiration of Sentence	Discharged by Commutation of Sentence	Discharged by Order of Court.	Escaped.	Discharged by Secretary of War	Discharged by Secretary of Navy	Discharged by Gen'l Schofield	Discharged by Prison Directors.
1851								1				
1852			2		12			6				
1853			9		38			8				
1854			14		87			87				
1855			29		94		4	28				
1856			18		103		1	65				
1857			28		114		4	72				
1858			27		94		7	23				
1859			38		119		13	95				
1860			25		145		7	127				
1861			34		130		4	35				
1862			11		153		5	90				
1863			24		134			24				
1864	43	55	11		66		3					
1865	7	134	11		3		10	1				
1866	25	126	23	8	3		8	4	3	3		
1867	41	171	37		4		11			6		
1868	40	194	44		3		7	5		1		
1869	110	92	22		3		7					
1870	155	93	32	1	5		14	1	1			
1871	185	56	37		3	1	16	2				
1872	160	97	61	1	2	2	15	2				
1873	82	57	15	1	1	1	20	2				
1874	185	117	26	2			27			2	1	1
1875	214	119	32				35	6		1		
1876	244	96	66			10	42	3		1		
1877	164	129	30	2		35	37	10		2		
1878	214	163	16	1		62	58	2				
1879	264	124	17	2		53	20	10				
1880	324	172	19	2		20	1	7				
1881	336	168	7	3		14	1	7				
1882	231	171	20	2			2	1				
1883	232	132	45		1		1	1				
1884	196	136	32	1			1	4				
1885	190	96	52	1			1	3				
1886	230	99	27	2			2	3				
1887	236	94	33	1		7		2				
1888	194	147	18	1				3				
Totals	4,311	3,038	992	31	1,317	205	384	740	4	16	1	1

TABLE No. 20—Continued

YEARS.	Total Discharged	Taken out on Certificate of Probable Cause	Taken out for Trial on an Additional Charge	By Executive Release	Taken out on a Writ of Habeas Corpus	Taken out for Trial on a Charge of Murder	Suicide	Removed to Prison by Order of the State Board of Prison Directors	Taken out for a New Trial	Discharged by Order of United States Commissioner	Taken out as Convict Witnesses	Restored to Citizenship by the Governor	Sent to Insane Asylum	Died
1851	1													
1852	21													1
1853	58													3
1854	194													6
1855	157											1		1
1856	196											4		5
1857	234												2	14
1858	191											32	3	5
1859	299											16	1	17
1860	314											1	2	7
1861	212												1	8
1862	286											4	8	15
1863	193												7	4
1864	196												1	17
1865	177												3	8
1866	212												1	8
1867	289												3	16
1868	303													9
1869	248												4	10
1870	325												13	10
1871	316													16
1872	361												9	12
1873	190												3	8
1874	377												5	11
1875	425													18
1876	481												4	15
1877	427												2	16
1878	546												3	27
1879	527												8	29
1880	604												2	28
1881	852												1	22
1882	525												5	12
1883	459													13
1884	468												3	14
1885	390												11	15
1886	425												3	28
1887	445												19	30
1888	440												7	32
Totals	12,364	15	16	2	9	2	5	377	69	19	111	58	134	510

NOTE.—Received, 13,741; discharged, 12,364. Prisoners on hand June 30, 1888, 1,377.

Of the two (2) escapes, noted during year 1887, one was recaptured and returned, and the other was returned to the prison under new commitments for crimes committed while an escape.

TABLE No. 21.

Report of Number of Days of Labor for Fiscal Year Ending June 30, 1888—Productive Class.

MONTHS.	Joiner Department	Door Department	Chair Department	Foundry Department	Engineer's Department	Paint Shop	Tin Shop	Plumbing	Carpenter Shop	Cooper Shop	Blacksmiths
1887.											
July	9,303	4,728	868	304	556	75	75	50	141	25	100
August	10,203	5,274	525	383	553	88	81	54	189	27	108
September	9,760	4,784	264	391	496	96	72	48	180	24	100
October	9,346	5,293	67	452	513	104	74	28	208	26	105
November	9,278	5,151	26	467	494	129	75	36	265	25	100
December	9,739	5,217	26	477	526	130	78	52	300	26	104
1888.											
January	9,978	4,612	25	430	488	127	137	58	395	26	103
February	13,746	3,654	25	522	435	145	203	87	986	25	116
March	15,276	3,294	54	416	372	124	153	124	605	27	162
April	18,540	3,058	50	382	349	137	120	131	593	25	171
May	16,859	2,584	49	372	431	124	124	155	676	27	173
June	18,579	3,278	52	387	384	138	120	132	689	26	156
Totals	150,607	50,927	2,031	4,983	5,597	1,417	1,312	955	5,227	309	1,498
MONTHS.	Wheelwrights	Upholsterers	Beltmaker	Locksmith	General Repairs	Permanent Improvements	Brick Yard	Road Gang	Stevadores	Rock Pile	Block Pile
1887.											
July	50	63	25	25	466	95	1,357		660	49	90
August	54	54	27	27	32	81	1,409	210	573	340	81
September	48	48	24	24	71	50	928	214	533	745	51
October	52	52	26	26	324	56	64	248	634	1,602	52
November	50	50	25	26	519	50		176	734	924	50
December	52	52	26	28	307	12		183	929	412	52
1888.											
January	69	53	25	25	25	364		822	886	539	50
February	75	50	25	25		723		1,070	580	40	50
March	81	54	31	27		612		1,080	850		32
April	75	50	26	25		714		931	421		26
May	81	52	27	27		945		1,244	705		27
June	78	52	26	26		845		1,235	578		26
Totals	765	630	313	301	1,744	4,547	3,758	7,413	8,083	4,651	587

TABLE No. 21—Continued.

MONTHS.	Quarry	Dairy	Hog Ranch	Chicken Ranch	Stables	Vegetable Gardens	Flower Gardens	Female Department	Coal Yard	Lumberman	Grand Total
1887.											
July		93	31	31	653	248	244	565	31	186	21,187
August		93	31	31	668	284	248	590	31	118	22,476
September	171	90	30	30	614	260	240	520	30	102	21,038
October	412	93	31	31	634	236	248	580	31	63	21,711
November	421	89	30	30	627	216	227	481	30	50	20,851
December	388	93	27	27	664	232	237	520	31	97	21,044
1888.											
January	42	90	31	18	731	218	226	508	30	52	21,183
February	218		29	29	1,131	145	783	518	29	90	24,554
March			31	31	989	260	437	534	31	90	27,781
April			30	30	908	283	350	550	30	79	28,085
May			31	31	883	210	363	524	31	88	26,845
June			30	30	826	214	318	494	30	154	28,898
Totals	1,652	641	362	349	9,328	2,806	3,291	6,393	365	1,169	285,653

Non-Productive Class.

MONTHS.	Warden's Office	Deputy Warden's Office	Turnkey's Office	Captain of Yard's Office	Captain of Guards' Office	Clerk's Office	Library Department	Commissary Department	Laundry Department	Shoe Shop	Tailor Shop
1887.											
July	124		124	93	231	31	124	279	997	325	306
August	124		124	93	215	31	155	291	949	357	330
September	120		120	90	210	30	150	304	836	304	238
October	124			223	217	31	155	310	910	364	332
November	120			210	191	30	150	308	862	350	326
December	109			232	217	31	155	315	954	364	364
1888.											
January	120	155	257			31	149	340	900	328	362
February	58	145	232			29	116	348	986	290	367
March	76	173	227			62	85	288	724	289	376
April	118	180	240			60	56	291	599	232	361
May	150	210	248			62	62	270	680	242	331
June	154	236	240			60	60	260	682	227	330
Totals	1,397	1,099	1,812	941	1,281	488	1,417	3,604	10,079	3,672	4,023

TABLE No. 21—Continued.

MONTHS.	Barber Shop	Lanplighter	Bath-tank Tenders.	Cell and Room Tenders	Door Tenders	Gate Tenders	Hospital Nurses	Sweepers	Scavengers	Whitewashers	General Kitchen
1887.											
July	242	31	31	620		341	186	1,044	369	200	1,493
August	232	31	31	673		341	186	1,106	375	246	1,488
September	213	30	30	665		338	180	1,014	329	290	1,495
October	205	31	31	713		355	186	1,097	344	275	1,601
November	221	30	30	700		340	180	1,123	314	175	1,493
December	203	31	29	800		342	186	1,102	315	182	1,573
1888.											
January	230	31	30	818	243	313	188	1,016	302	174	1,579
February	232	29	29	725	250	251	116	928	290	203	1,440
March	248	31	62	527	297	224	124	540	251	447	1,381
April	240	30	60	519	275	210	120	507	259	328	1,369
May	248	31	62	519	297	233	124	554	250	341	1,471
June	227	30	60	506	284	239	120	526	262	249	1,392
Totals	2,741	366	485	7,785	1,646	3,527	1,896	10,557	3,660	3,110	17,775

MONTHS.	Outside Kitchen	Hospital Kitchen	House Servants	Electricians	Guards' Department	Cripples, etc.	Patients in Hospital	Unemployed	Daily Excuses, etc.	Grand Total
1887.										
July	472	217	1,246			1,079	429		670	11,304
August	468	218	1,251			1,028	280		767	11,390
September	474	210	1,114			991	299		566	11,640
October	497	217	1,169			1,028	286		673	11,374
November	511	212	1,120			1,107	299	9	706	11,117
December	506	248	1,085			1,213	289	91	1,143	12,079
1888.										
January	513	277	1,011		155	957	191	284	329	11,283
February	435	232	435		145	514	215	190	401	9,631
March	560	201	592	31	124	383	179		343	8,845
April	518	180	558	60	120	344	194		429	8,457
May	527	186	610	62	124	206	175	3,398	430	12,103
June	494	180	600	59	121	219	203	14	459	8,393
Totals	5,975	2,578	10,791	212	789	9,069	3,039	3,986	6,916	127,616

TABLE No. 22.

Report of Articles Manufactured, Received, and Issued during the Thirty-ninth Fiscal Year, Commencing July 1, 1887, and Ending June 30, 1888.

1887 AND 1888.	CONVICT PANTS.				CONVICT SHIRT.			
	Manufactured	Issued	Received Second Hand	Issued Second Hand	Manufactured	Issued	Received Second Hand	Issued Second Hand
July	5	182			196	152		
August	195	203			74	195		
September	245	210			124	203		
October	183	220			369	208		
November	157	195			177	185		
December	326	172			144	168		
January	40	153	45	12	154	158	18	17
February	355	168	82	42	180	149	78	40
March	220	166	43	64	76	161	42	69
April	126	418	23	61	466	423	26	43
May	235	125	23	19	5	125	34	25
June	216	239	30	11	234	184	30	13
Totals	2,303	2,451	246	209	2,199	2,311	228	207

1887 AND 1888.	CONVICT SHOES.				HICKORY SHIRTS.			
	Manufactured	Issued	Received Second Hand	Issued Second Hand	Manufactured	Issued	Received Second Hand	Issued Second Hand
July	{ *9 129 }	105			27	20		
August	{ *16 76 }	167			28	9		
September	{ *44 102 }	213				15		
October	{ *16 134 }	156			27	23		
November	{ *24 176 }	168				23		
December	{ *20 152 }	164			27	24		
January	{ *14 138 }	129	29	20	29	19		
February	{ *13 97 }	116	61	30	19	18	59	
March	{ *12 102 }	152	29	49		8		12
April	{ *6 132 }	190	19	24	17	20		32
May	{ *16 197 }	141	6	11	56	58		14
June	128	136	6	6	14	15	2	2
Totals	1,753	1,837	150	140	244	252	61	60

*Special orders.

TABLE No. 22—Continued.

	UNDERSHIRTS.				DRAWERS.			
	Manufactured	Issued	Received Second Hand	Issued Second Hand	Manufactured	Issued	Received Second Hand	Issued Second Hand
1887 AND 1888.								
July	4	156			4	152		
August	132	114			146	118		
September	166	174			158	185		
October	129	145			124	143		
November	73	93			91	94		
December	202	182			200	186		
January	51	23	29	10	68	20	27	16
February	229	47	81	30	275	47	73	25
March	293	98	26	51	241	109	15	49
April		350	11	34	12	386	8	24
May	105	145	10	27	183	159	11	18
June	90	122	19	13	110	123	15	10
Totals	1,474	1,649	176	165	1,612	1,722	149	142
	CITIZEN COATS.				CITIZEN VESTS.			
	Manufactured	Issued	Received Second Hand	Issued Second Hand	Manufactured	Issued	Received Second Hand	Issued Second Hand
1887 AND 1888.								
July	17	19			10	7		
August	9	11			10	7		
September	14	10			18	11		
October	9	12			10	15		
November	14	20			7	17		
December	18	12			31	15		
January	5	12			12	28		
February	10	11			15	14		
March	14	15	3	3	14	15	5	5
April	8	8	1	1	10	11		
May	18	18			24	24		
June	24	20	2	2	27	23	3	1
Totals	160	168	6	6	188	187	8	6

TABLE No. 22—Continued.

1887 AND 1888.	CITIZEN PANTS.				CITIZEN SHOES.			
	Manufactured	Issued	Received Second Hand	Issued Second Hand	Manufactured	Issued	Received Second Hand	Issued Second Hand
July	15	9			*7 50	49		
August	9	10			*4 35	37		
September	17	9			*7 28	39		
October	5	16			*3 34	35		
November	11	15			*5 16	46		
December	24	16			*6 38	56		
January	7	16	17	15	*5 48	47		
February	5	5	19	11	*22 30	47		
March	7	9	14	9	*9 24	37	5	5
April	2	3	11	16	*1 38	45	8	8
May	6	6	10	17	43	48	4	4
June	16	12	18	16	44	45	2	
Totals	124	126	89	84	487	531	19	17

1887 AND 1888.	HATS.				BLANKETS.			
	Received	Issued	Received Second Hand	Issued Second Hand	Received	Issued	Received Second Hand	Issued Second Hand
July	72	66			77	46		
August	72	76			43	72		
September	72	72			48	48		
October	144	137			59	64		
November	144	163			96	95		
December	144	135			60	74		
January	288	110			127	115	104	94
February	144	120			135	91	83	79
March		112	4	4	87	107	112	97
April	144	157	13	13	23	40	180	100
May	144	102	6	6	16	34	54	71
June		80	9	9	326	44	173	240
Totals	1,368	1,330	32	32	1,097	830	706	681

*Special orders.

TABLE No. 22—Continued.

1887 AND 1888.	CITIZEN SHIRTS.		SOCKS.		LAMP CHIMNEYS.		BROOMS.	
	Received	Issued	Received	Issued	Received	Issued	Received	Issued
July				207		41	96	80
August			288	303	144	112	72	84
September			288	326		32	72	76
October			720	588	144	144	96	80
November			432	366	72	72	72	80
December			436	437	144	140	96	76
January	21	19	288	289	284	155	96	88
February	47	27	301	256	144	143	72	84
March	25	24	144	274	127	189	72	84
April	15	22	432	568	144	174	72	54
May	8	19	432	234	144	162	72	76
June	27	30	149	344	288	130	144	75
Totals	143	141	3,910	4,192	1,635	1,494	1,032	937

TABLE No. 22—Continued.

The Products of Shoe and Tailor Shops for the Thirty-ninth Fiscal Year.

1887 AND 1888.	CONVICT.		CITIZEN.		1887 AND 1888.	CITIZEN.		CONVICT.	
	New Work— Pairs	Repairs— Pairs	New Work— Pairs	Repairs— Pairs		New Work— Articles	Repairs— Articles	New Work— Articles	Repairs— Articles
<i>Shoe Shop.</i>					<i>Tailor Shop.</i>				
July	138	67	*8	23	July	42		236	
August	92	59	*5	20	August	28		575	
September	146	61	*8	20	September	49		693	
October	150	55	*3	18	October	24		832	
November	200	63	*5	25	November	32		498	
December	172	77	*6	29	December	73		899	
January	152	56	*4	19	January	+6			
February	110	81	*5	29	February	24		342	
March	114	59	*2	21	March	+41			
April	138	91	*9	28	April	+30		1,058	
May	213	111	*1	28	May	+41		830	
June	128	74	29	24	June	+35		621	
Totals	1,753	854	559	284	Totals	+40			
						20		584	
						+54		864	
						+10			
						67			

*Officers and guards.

†Officers and guards uniforms.

TABLE No. 22—Continued.

Materials Expended in Manufacture and Repair for the Thirty-ninth Fiscal Year.

1887 AND 1888.	CONVICT.			CITIZEN.		
	Sole Leather— Pounds	Kip Skins— Number	Nails, Screws, etc.—Pounds	Sole Leather— Pounds	Calfskins and Linings— Number	Nails, Screws, etc.—Pounds
<i>Shoe Shop.</i>						
July	559	21	89	186	52	18
August	416	18	51	178	36	14
September	485	18	53	121	45	6
October	514	24	91	129	39	14
November	680	36	79	120	34	8
December	600	17	69	150	55	10
January	675	18	74	225	55	10
February	500	19	62	225	40	14
March	400	15	88	100	25	17
April	513	23	61	128	19	7
May	625	31	90	125	23	6
June	350	18	150	150	7	11
Totals	6,317	258	865	1,837	430	135

1887 AND 1888.	CITIZEN.				CONVICT.			
	Cloth—Yards	Linings and Trim- mings—Yards	Buttons—Dozen	Thread—Spools	Cloth—Yards	Linings and Trim- mings—Yards	Buttons—Dozen	Thread—Spools
<i>Tailor Shop.</i>								
July	94	84	61	99	844	30	233	450
August	62	43	34	21	2,032	24	244	435
September	108	72	47	47	1,347	15	471	450
October	42	56	32	45	1,488	62	317	537
November	84	44	38	60	1,239	10	360	672
December	150	98	58	49	1,531	30	376	372
January	74	130	60	37	2,779	37	80	319
February	86	145	114	49	1,443	28	1,027	392
March	95	170	46	42	509	43	163	277
April	82	147	56	31	1,366	27	209	404
May	145	259	78	56	2,188	39	257	312
June	152	211	47	36	1,569	30	168	348
Totals	1,174	1,459	671	572	13,335	375	3,905	4,998

TABLE No. 23.

COMPARATIVE TABLES OF MEASUREMENTS TAKEN FROM FEBRUARY 1 TO JULY 1, 1888.

Height of Prisoners.

No.	No.	No.	No.
Under 5 feet..... 4	5 feet 3 $\frac{3}{8}$ inches.. 32	5 feet 6 $\frac{3}{8}$ inches.. 21	5 feet 10 $\frac{1}{8}$ inches.. 10
5 feet exactly..... 1	5 feet 3 $\frac{5}{8}$ inches.. 9	5 feet 7 inches.. 63	5 feet 10 $\frac{3}{8}$ inches.. 3
5 feet 0 $\frac{1}{8}$ inch..... 1	5 feet 3 $\frac{7}{8}$ inches.. 16	5 feet 7 $\frac{1}{8}$ inches.. 17	5 feet 10 $\frac{5}{8}$ inches.. 14
5 feet 0 $\frac{1}{4}$ inch..... 1	5 feet 3 $\frac{7}{8}$ inches.. 12	5 feet 7 $\frac{1}{4}$ inches.. 47	5 feet 10 $\frac{7}{8}$ inches.. 3
5 feet 0 $\frac{3}{8}$ inch..... 1	5 feet 4 inches.. 43	5 feet 7 $\frac{3}{8}$ inches.. 9	5 feet 10 $\frac{7}{8}$ inches.. 13
5 feet 0 $\frac{1}{2}$ inch..... 3	5 feet 4 $\frac{1}{8}$ inches.. 13	5 feet 7 $\frac{5}{8}$ inches.. 37	5 feet 10 $\frac{7}{8}$ inches.. 2
5 feet 0 $\frac{3}{4}$ inch..... 1	5 feet 4 $\frac{1}{4}$ inches.. 14	5 feet 7 $\frac{7}{8}$ inches.. 19	5 feet 11 inches.. 10
5 feet 1 inch..... 7	5 feet 4 $\frac{3}{8}$ inches.. 11	5 feet 7 $\frac{7}{8}$ inches.. 37	5 feet 11 $\frac{1}{8}$ inches.. 3
5 feet 1 $\frac{1}{8}$ inches..... 3	5 feet 4 $\frac{3}{8}$ inches.. 44	5 feet 7 $\frac{7}{8}$ inches.. 9	5 feet 11 $\frac{1}{8}$ inches.. 5
5 feet 1 $\frac{1}{4}$ inches..... 5	5 feet 4 $\frac{3}{8}$ inches.. 13	5 feet 8 inches.. 41	5 feet 11 $\frac{1}{8}$ inches.. 3
5 feet 1 $\frac{1}{2}$ inches..... 2	5 feet 4 $\frac{3}{8}$ inches.. 24	5 feet 8 $\frac{1}{8}$ inches.. 10	5 feet 11 $\frac{1}{8}$ inches.. 6
5 feet 1 $\frac{3}{8}$ inches..... 11	5 feet 4 $\frac{7}{8}$ inches.. 7	5 feet 8 $\frac{1}{4}$ inches.. 19	5 feet 11 inches.. 1
5 feet 1 $\frac{5}{8}$ inches..... 2	5 feet 5 inches.. 40	5 feet 8 $\frac{3}{8}$ inches.. 16	5 feet 11 $\frac{3}{8}$ inches.. 4
5 feet 1 $\frac{7}{8}$ inches..... 5	5 feet 5 $\frac{1}{8}$ inches.. 19	5 feet 8 $\frac{3}{8}$ inches.. 41	5 feet 11 $\frac{3}{8}$ inches.. 6
5 feet 1 $\frac{7}{8}$ inches..... 3	5 feet 5 $\frac{1}{4}$ inches.. 34	5 feet 8 $\frac{5}{8}$ inches.. 14	6 feet exactly..... 2
5 feet 2 inches..... 20	5 feet 5 $\frac{3}{8}$ inches.. 17	5 feet 8 $\frac{5}{8}$ inches.. 7	6 feet 0 $\frac{1}{8}$ inch..... 1
5 feet 2 $\frac{1}{8}$ inches..... 3	5 feet 5 $\frac{3}{8}$ inches.. 40	5 feet 8 $\frac{5}{8}$ inches.. 10	6 feet 0 $\frac{1}{4}$ inch..... 3
5 feet 2 $\frac{1}{4}$ inches..... 11	5 feet 5 $\frac{3}{8}$ inches.. 130	5 feet 9 inches.. 34	6 feet 0 $\frac{3}{8}$ inch..... 1
5 feet 2 $\frac{3}{8}$ inches..... 5	5 feet 5 $\frac{3}{8}$ inches.. 25	5 feet 9 $\frac{1}{8}$ inches.. 7	6 feet 0 $\frac{3}{8}$ inch..... 1
5 feet 2 $\frac{3}{8}$ inches..... 17	5 feet 5 $\frac{7}{8}$ inches.. 20	5 feet 9 $\frac{1}{4}$ inches.. 16	6 feet 0 $\frac{3}{8}$ inch..... 1
5 feet 2 $\frac{3}{8}$ inches..... 2	5 feet 6 inches.. 57	5 feet 9 $\frac{3}{8}$ inches.. 7	6 feet 0 $\frac{3}{8}$ inch..... 1
5 feet 2 $\frac{7}{8}$ inches..... 13	5 feet 6 $\frac{1}{8}$ inches.. 16	5 feet 9 $\frac{3}{8}$ inches.. 20	6 feet 1 inch..... 2
5 feet 2 $\frac{7}{8}$ inches..... 8	5 feet 6 $\frac{1}{4}$ inches.. 31	5 feet 9 $\frac{3}{8}$ inches.. 7	6 feet 1 $\frac{1}{8}$ inches.. 1
5 feet 3 inches..... 27	5 feet 6 $\frac{3}{8}$ inches.. 22	5 feet 9 $\frac{3}{8}$ inches.. 26	6 feet 2 inches.. 2
5 feet 3 $\frac{1}{8}$ inches..... 16	5 feet 6 $\frac{3}{8}$ inches.. 40	5 feet 9 $\frac{7}{8}$ inches.. 7	6 feet 3 inches.. 1
5 feet 3 $\frac{1}{4}$ inches..... 17	5 feet 6 $\frac{3}{8}$ inches.. 16	5 feet 10 inches.. 24	
5 feet 3 $\frac{3}{8}$ inches..... 10	5 feet 6 $\frac{3}{8}$ inches.. 37	5 feet 10 $\frac{1}{8}$ inches.. 7	Total..... 1,535

Length of Nose.

No.	No.	No.	No.
1 $\frac{1}{2}$ inches..... 1	1 $\frac{5}{8}$ inches..... 79	2 $\frac{3}{8}$ inches..... 102	2 $\frac{1}{8}$ inches..... 1
1 $\frac{5}{8}$ inches..... 3	2 inches..... 247	2 $\frac{7}{8}$ inches..... 14	2 $\frac{1}{4}$ inches..... 5
1 $\frac{3}{4}$ inches..... 4	2 $\frac{1}{8}$ inches..... 155	2 $\frac{3}{4}$ inches..... 39	2 $\frac{5}{8}$ inches..... 3
1 $\frac{7}{8}$ inches..... 3	2 $\frac{1}{4}$ inches..... 254	2 $\frac{3}{4}$ inches..... 2	Females..... 22
1 $\frac{7}{8}$ inches..... 33	2 $\frac{3}{8}$ inches..... 120	2 $\frac{5}{8}$ inches..... 5	To be measured.. 68
1 $\frac{3}{4}$ inches..... 24	2 $\frac{1}{2}$ inches..... 204	2 $\frac{1}{2}$ inches..... 1	
1 $\frac{7}{8}$ inches..... 81	2 $\frac{5}{8}$ inches..... 63	2 $\frac{3}{4}$ inches..... 2	

Diameter of Head.

No.	No.	No.	No.
6 $\frac{1}{2}$ inches..... 13	7 $\frac{5}{16}$ inches..... 85	7 $\frac{13}{16}$ inches..... 47	8 $\frac{5}{16}$ inches..... 13
6 $\frac{3}{8}$ inches..... 9	7 $\frac{3}{8}$ inches..... 112	7 $\frac{3}{8}$ inches..... 57	8 $\frac{3}{8}$ inches..... 21
6 $\frac{3}{8}$ inches..... 20	7 $\frac{7}{16}$ inches..... 51	7 $\frac{13}{16}$ inches..... 43	8 $\frac{7}{16}$ inches..... 17
7 inches..... 27	7 $\frac{7}{16}$ inches..... 91	8 inches..... 51	Over 8 $\frac{7}{16}$ inches.. 11
7 $\frac{1}{16}$ inches..... 41	7 $\frac{9}{16}$ inches..... 152	8 $\frac{1}{16}$ inches..... 45	Females..... 22
7 $\frac{1}{8}$ inches..... 37	7 $\frac{9}{16}$ inches..... 138	8 $\frac{1}{8}$ inches..... 31	To be measured.. 68
7 $\frac{3}{16}$ inches..... 92	7 $\frac{11}{16}$ inches..... 72	8 $\frac{3}{16}$ inches..... 17	
7 $\frac{3}{8}$ inches..... 97	7 $\frac{3}{4}$ inches..... 35	8 $\frac{3}{8}$ inches..... 22	

Chest Measurement.

	No.		No.		No.		No.
30 inches	1	35 inches	122	39 inches	128	43 inches	12
31 inches	11	35½ inches	43	39½ inches	31	44 inches	10
32 inches	19	36 inches	180	40 inches	76	45 inches	3
32½ inches	9	36½ inches	63	40½ inches	16	46 inches	2
33 inches	43	37 inches	166	41 inches	60	49 inches	2
33½ inches	23	37½ inches	47	41½ inches	5	Females	22
34 inches	89	38 inches	160	42 inches	17	To be measured	68
34½ inches	40	38½ inches	64	42½ inches	3		

Between Temples.

	No.		No.		No.		No.
3¾ inches	9	4½ inches	60	4½ inches	51	5½ inches	4
4 inches	11	4¾ inches	202	4¾ inches	122	5¾ inches	14
4½ inches	19	4¾ inches	70	4¾ inches	28	5¾ inches	1
4¾ inches	40	4¾ inches	257	4¾ inches	64	5½ inches	2
4¾ inches	29	4¾ inches	97	4¾ inches	18	Over 5½ inches	0
4¾ inches	98	4¾ inches	225	5 inches	24	No measurement	90

Length of Middle Finger.

	No.		No.		No.		No.
3½ inches and less	32	4 inches	192	4½ inches	103	Females	22
3½ inches	52	4½ inches	391	4½ inches	103	To be measured	68
3½ inches	97	4½ inches	217	4½ inches	61		
3½ inches	173	4½ inches	120	5 inches	4		

Length of Feet.

	No.		No.		No.		No.
9 inches	39	10 inches	205	11 inches	198	12 in. and over	22
9½ inches	72	10½ inches	178	11½ inches	103	Females	22
9½ inches	41	10½ inches	173	11½ inches	92	To be measured	68
9½ inches	132	10½ inches	129	11½ inches	61		

Length of Forearm.

	No.		No.		No.		No.
14½ inches	3	17½ inches	51	19½ inches	98	21½ inches	57
15 inches	5	17½ inches	43	19½ inches	79	21½ inches	49
15½ inches	11	17½ inches	51	19½ inches	77	21½ inches	32
16 inches	14	18 inches	49	20 inches	92	22 inches	31
16½ inches	22	18½ inches	45	20½ inches	60	22½ inches	9
16½ inches	34	18½ inches	98	20½ inches	71	22½ in. and over	4
16½ inches	21	18½ inches	92	20½ inches	52	Females	22
17 inches	29	19 inches	107	21 inches	59	To be measured	68

Width of Hands.

	No.		No.		No.		No.
2¾ inches	16	3¼ inches	78	3¾ inches	151	4 inches	21
2¾ inches	9	3½ inches	192	3¾ inches	72	Over 4 inches	10
3 inches	19	3¾ inches	107	3¾ inches	81	Females	22
3½ inches	31	3¾ inches	147	3¾ inches	47	To be measured	68
3½ inches	62	3¾ inches	181	3¾ inches	49		
3½ inches	39	3¾ inches	102	3¾ inches	31		

PHYSICIAN'S REPORT.

SAN QUENTIN PRISON, MEDICAL DEPARTMENT,)
August, 1888.)

To Gen. JOHN McCOMB, Warden, San Quentin:

SIR: In making my report for the fiscal year ending June 30, 1888, it will be for only six months, as that comprises all the time I have served.

On assuming the duties of Physician of San Quentin, January 1, 1888, I found the place overcrowded with patients—fourteen in the hospital and numbers in the old hospital, of whom I discharged and set at work all but nine, feeling that they had been overlooked and allowed to remain idle by my predecessor in office. I thought it nothing but right that they should be put at work. This might happen from the fact that there was no great call for men under the former administration, and those who were chronic and slightly indisposed were allowed to remain without work.

But on your assuming the duties of Warden, a different state of affairs was at once inaugurated. Every man who was able to do work of any kind was put to work, and made to do something.

I found in a short time that they liked it better, were more contented, better satisfied than before, for now they had some incentive to work, being assured of better food. Until now, I do not find but very few who try and “play” the doctor, and so get out of work.

There has been a great amount of improvements made. Those which particularly fall under my especial province, I shall comment on. In the first place, the fence which was built around the yard added greatly to the security of the place, enabling us to allow all the men in the yard during Sunday; this gives them all the air and exercise needed. I understand that under the former regime only one fourth were allowed out at one time.

The moving the prisoners' bath from the lower to the upper yard was a great improvement, not only in saving water, but in keeping the prisoners cleanly. Now there is no prisoner that does not take a bath at least once a week, and some much oftener.

The building of the new water-closet for the jute mill is a most salutary measure. I cannot understand how the men have passed four or five years under the same roof with the water-closets the way they have been. The odor during a warm day and night is simply unbearable. The new closets are a great improvement, and reflect great credit on their designer, Mr. Coffee.

They are situated, as you know, in the angle of the jute mill, on the outside of the building, from which they communicate with the factory by a door cut through into the mill. They are at an elevation of three or four feet above the present sewer, thus giving them all the fall required.

They are supplied with two ventilator pipes, which rise to a height of thirty feet or more, thereby creating a draught that will keep the place sweet and clean. This, with the plentiful supply of water to be obtained from the salt-water reservoir, will assure us of a closet that will not be in danger of contaminating the community.

In February we were all greatly alarmed by the danger of smallpox, one of the officers coming over from San Francisco on the steamer "Relief," calling me up at 6 A. M., and telling me that he had smallpox. I examined the man, and told him that he did not have the smallpox, but he was not satisfied, and wanted to go to the city. When he got there he was sent to the pesthouse.

Of course, all the prisoners were much alarmed, and, after consulting you, I at once proceeded to vaccinate all the prisoners, some one thousand two hundred and thirty, with very gratifying success, over 50 per cent taking.

Fortunately we had no symptom of smallpox, thus showing conclusively that the man had nothing of the kind, for if he had, he could hardly have failed to communicate the disease to some of the one thousand two hundred and thirty inmates, with whom he was in immediate contact for three or four days before leaving. Besides, he went to San Francisco on a crowded boat, and not one of the number exhibited any signs of the dread disease. Thus proving that the Board of Health can sometimes be mistaken.

I find here two classes of prisoners that I did not come in contact with in Folsom, viz.: Indians and Mexicans; they are sent here from the lower country, and stand confinement very illy. Those who have employment on the outside of the prison do much better than those kept inside the walls and kept at work in the shops and jute. More than one half of all patients that are sent to the hospital are of this class.

Very soon after coming in they will break out with scrofulous or syphilitic sores, which on treatment mend, and then attack the lungs, and they die of phthisis.

The general health of the prisoners is good—much better than when I came—which I attribute to the great care taken of the men, attention to cleanliness being especially observed. All men are required to bathe at least once a week. The cells are cleared of all rubbish and whitewashed continually—a gang of whitewashers going over the place all the time.

As I have already stated, I found fourteen inmates in the hospital on taking charge. This was soon reduced to nine, partly by death and partly by discharge for cause. There has been admitted since: January, five; February, five; March, six; April, five; May, twelve; June, seven. This with an average of one thousand three hundred and twenty-seven is not such a bad showing.

The general health has been very good. Some malaria to contend with, which will be mostly done away with by the completion of the new water-closets, which I am happy to say approaches completion very fast, and in a few days will be entirely finished.

In the matter of deaths the average is large, much larger than that of Folsom, but we have a different element to deal with here, both in climate and material.

While the climate at Folsom is warm and dry and preëminently suited to prolong the life of a consumptive, the moist climate of this place militates against and causes death in a short time. Another thing is that the men who are sent here from the southern country are mostly Mexicans and Indians, and have the germ of scrofula and consumption in their blood on coming, which soon develops itself and through confinement they lose their hold on life and soon die.

Therefore, as you see that most of the deaths are from scrofula and consumption, it is not surprising that the rate is somewhat large.

In the annexed table will be seen the number of deaths, and from what they died:

12562.....	Doran	Consumption.
11414.....	Reed	Paralysis.
12136.....	Ayals	Scrofula.
9208.....	Yon Ah Tom	Scrofula.
10735.....	Lopez	Diarrhœa.
12478.....	Solberry	Diarrhœa.
6577.....	Lee Ah Chen	Consumption.
11828.....	Laragonia	Consumption.
11777.....	Martinez	Consumption.
12285.....	Indian Tom	Scrofula.
12221.....	McManus	Dilatation of heart.
12081.....	Collins	Consumption.
11925.....	Vella	Dysentery.

The above are deaths occurring under my predecessor.

12074.....	Hoft	Congestion of brain.
12605.....	Ayers	Consumption.
8636.....	Ross	Consumption.
12648.....	Castro	Consumption.
11847.....	Escalundt	Consumption.
11393.....	Sorantino	Consumption.
12062.....	Ju Toney	Scrofula.
4510.....	Quinn	Softening of brain.
12440.....	Ybang	Inflammation of liver.
11735.....	Kennedy	Consumption.
11991.....	Aleck (Indian)	Scrofula.
11654.....	Clarke	Phthisis.
10372.....	La Mott	Phthisis.
10830.....	Gill	Heart disease.
10176.....	Watthen	Phthisis.
12407.....	Hogan	Phthisis.
11677.....	Gullan	Scrofula.
12629.....	McNeal	Diarrhœa.
10322.....	Ah Sam	Diarrhœa.

All of which is respectfully submitted.

F. C. DURANT, M.D.

CHAPLAIN'S REPORT

Hon. JOHN McCOMB, Warden:

DEAR SIR: I have the honor to submit herewith the annual report of the several departments under my charge, for the year ending June 30, 1888.

BOYS DEPARTMENT.

The report here covers only nine months of the year. At the end of that time, as a separate affair, the department was discontinued, and the boys, *i. e.*, those under twenty-one years of age, have since then been reckoned and ranked as men, most, if not all, being engaged in the jute mill. Up to the end of March, the statistics were: Boys in the prison July 1, 1887, 81; added in nine months, 27; discharged, 16; leaving 92 as the number on the thirty-first of March, 1888.

LIBRARY.

This department has been as popular and as well patronized as in former years, and is, I believe, not only a gratification to the prisoners, enabling them to get rid of many a weary hour, but also an efficient help to the discipline of the prison. We are entirely indebted to private contribution, in the shape of magazines and books, for the increase of the library. I can but again reiterate the wish and the hope that each Legislature will appropriate at least \$500 a year for this purpose. Such an appropriation would not only be acceptable, but the results would be highly appreciated by the men.

The statistics of the library are as follows: Books on the shelves July 1, 1887, five thousand two hundred and six; added since, two hundred and thirty-one; condemned, two hundred and ninety; missing, one hundred and forty-two; present number, five thousand and five. Of these, three thousand five hundred and eighty-nine belong to the general, and one thousand four hundred and sixteen to the Catholic division. The issues for the year were thirteen thousand eight hundred and eighty-four—ten thousand four hundred and eighty-five from the general, and three thousand three hundred and ninety-nine from the Catholic side—being an average of one thousand one hundred and fifty-seven for each month. The issues this year have been nearly two thousand in excess of last year. Besides the books of the circulating library, there are some one thousand four hundred bibles, testaments, school, hymn, music, and prayer books.

DONATIONS.

These, especially of magazines and papers, have been very liberal. The donors were The Sisters of Mercy, Rev. James Woodworth, A. C. Bradford, J. Linforth, Odd Fellows Library, Mrs. Lissack, W. C. Norcross, Wm. Shea, W. S. Sears, J. C. McCormick, J. E. McGowan, C. Sonntag, Rev. E. Gallian, Mrs. Manquand, S. S. Long, Mrs. Smith, Mrs. Lawner, Mrs. Heath,

Mrs. Curtis, Mrs. Parkhurst, H. F. Wood, and George W. Gibbs, of San Francisco; E. R. Highton, T. Watson, and T. Roach, of Alameda; Mrs. Chase, of Santa Rosa; Mrs. H. T. Cullen, of St. Louis; Rev. D. McClure, of Oakland; Miss S. Maynard, of Sausalito; A. T. Root, of Medina, Ohio; and Mrs. Winters, of Cloverdale.

Due acknowledgments were made at the time to these liberal donors. The amounts received aggregate as follows:

Newspapers, miscellaneous	4,173
Newspapers, religious	3,817
Newspapers, pictorial	815
Newspapers, foreign	390
Newspapers, scientific	20
Christmas letters and cards	500
Magazines	674
Books	175

Acknowledgment was made in my report of last year of the very liberal gift by George W. Gibbs, Esq., of San Francisco, of books, current magazines, and pictorials. I am happy to state that the same noble generosity has prompted Mr. Gibbs to renew the subscriptions for all the magazines and pictorials that he furnished last year. Would that many other men of wealth would follow his excellent example.

BINDERY.

In this department the statistics of work done cover only nine months of the year, the binder, a prisoner, having been assigned to the jute factory. He was a good workman, and his work gave general satisfaction. For the nine months ending in March, he made one thousand and ninety-four copy books for the prisoners, bound two hundred and sixty-three volumes, and repaired two hundred and forty-one others. He also made one thousand eight hundred and seventy-eight packages of tablets and passes, and two blotting pads for the office. His services are greatly needed, and almost indispensable, for the constant repair of books in the library and the binding of the many magazines given us, which thus make very interesting and lasting reading for the prisoners.

EMPLOYÉS.

At present there are but two assistants in the library, who also do the janitor work of the library and chapel.

I have attended thirty-two funerals. An excellent road to the cemetery has recently been made, in place of the almost impassable path that formerly led to this resting place for the dead. Some improvements in the cemetery itself would be very desirable, and I hope they will soon be made.

RELIGIOUS SERVICES.

These are held in the chapel, which will seat about four hundred, every Sunday morning. The hour of service was formerly at one hour after the opening of the prison in the morning. At present, however, it is 9:15 A. M., which appears, on trial, to be a more convenient hour. On the first of May, the Revs. H. Lagan and T. P. Fallon, of San Rafael, succeeded the Rev. E. Gallian, S. J., of San Francisco, in conducting the Catholic services. At their urgent request, based upon the fact that a very large portion of the prisoners had been brought up in that church, I cheerfully assigned to them

another Sunday in the month. The services of that church are now held on the second and fourth Sundays in each month. I have been assisted from time to time, in the services of the remaining Sundays, by other ministers. The Rev. James Woodworth, of San Francisco, as heretofore, preaches on the third Sundays. The assistance, also, of the Revs. Aaron Williams, C. L. Miel, E. B. Spaulding, W. Bryant, and J. A. Emery is also gratefully acknowledged. Major-General O. O. Howard, Commander of the Military Department of the Pacific, has also spoken twice to the prisoners, each time to a crowded house. He is deservedly popular with the men, and his visits have done much good.

The Sisters of Mercy have also continued their monthly visits. They are always welcomed, not only by the women, the sick, and other male prisoners, but by the Chaplain, who bids them God speed in their efforts for the erring and the friendless.

Services are held by me in the women's department twice a month, and by the Catholic priests once a month, and perhaps oftener.

Respectfully submitted.

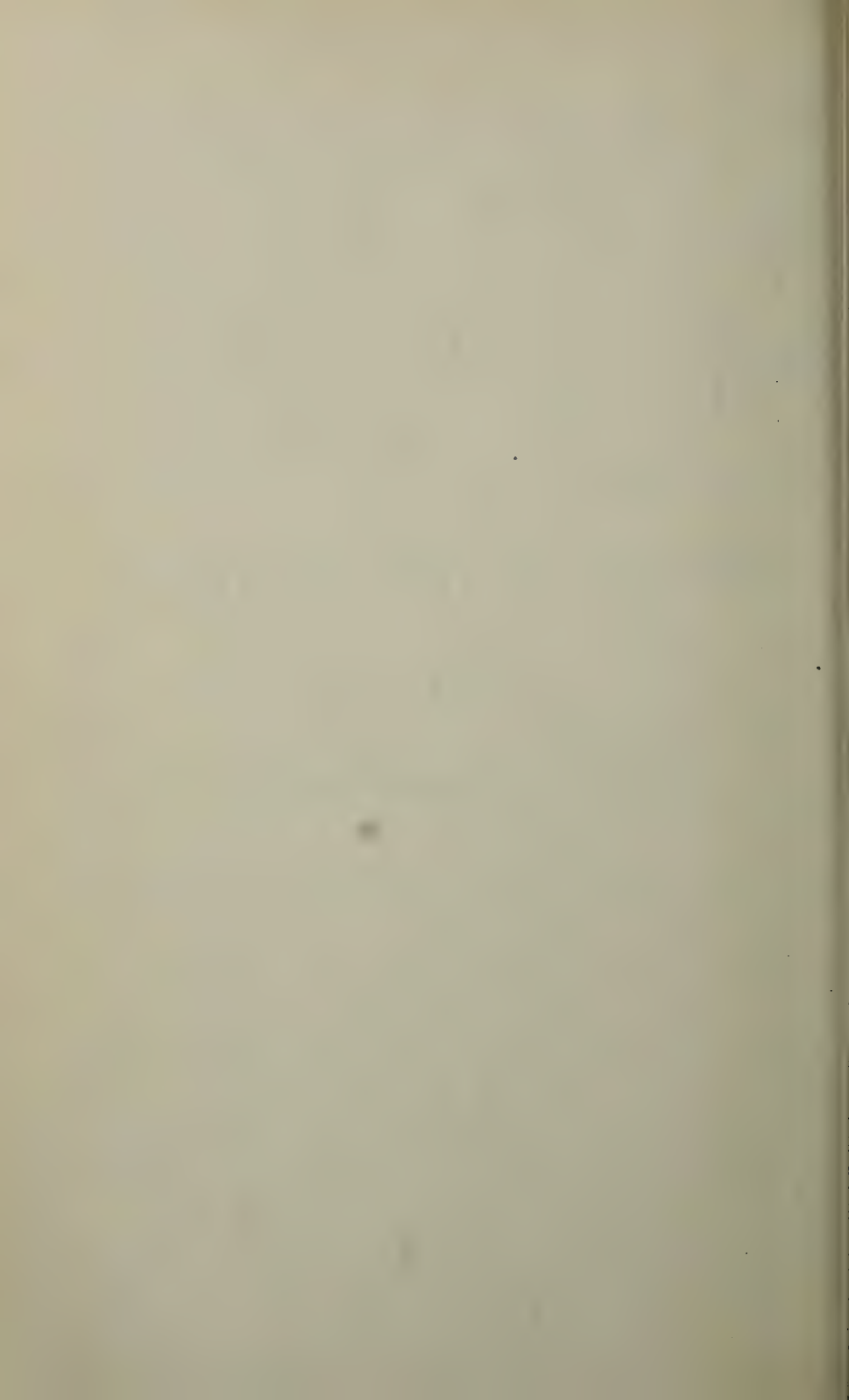
WM. H. HILL, Chaplain.

SAN QUENTIN, July 3, 1888.

REPORT OF THE WARDEN

OF THE

State Prison at Folsom, California.



WARDEN'S REPORT.

To the honorable State Board of Prison Directors:

GENTLEMEN: I have the pleasure to submit herewith my annual report for the thirty-ninth fiscal year, showing in detail the operations of the Folsom State Prison.

Having assumed charge of the prison on December 28, 1887, you are respectfully referred to the statistics furnished from the records for information prior to that time.

The financial condition of the prison at the close of the year, as well as all the transactions for the year, are fully set forth in the report of the Clerk, submitted herewith.

The appropriation made by the Legislature for the support of the Folsom Prison for the thirty-ninth and fortieth fiscal years was \$250,000. It will be seen by the Clerk's report that less than half of the appropriation was necessary for the first year. To be exact, we used \$113,573 72 from the general appropriation, leaving a balance of \$11,426 28 for the first year.

In addition to this, we closed the year with cash on hand, \$1,492 25; cash in State Prison Fund, \$6,562 49; due from sundry debtors, \$4,787 31; amounts paid on May and June pay-roll, \$427 94; making a total of available cash assets, besides the balance of the appropriation, of \$13,269 99.

It will be seen from the above that we will not require so large an appropriation for the ensuing two years, although the fact that all your convict labor force is, and will be, employed on non-remunerative work, on the construction of the dam and canal for the next two years, and we will have to depend solely upon the appropriation for support, which will be necessarily larger than it would be if we could use our force in quarrying stone for the market.

After making due allowance for all contingencies that may arise, I estimate that we will require \$110,000 for the forty-first fiscal year, and the same amount for the forty-second fiscal year.

By that time the dam and canal will be completed, and the labor of the convicts will largely decrease the burden to the State, if not eliminate it altogether.

The report of the Deputy Warden presents some interesting tables, as to the previous conditions of those committed to prison, and also shows that by decrease of commitments, removal to San Quentin, and death, that the number of convicts has decreased from six hundred and two at the beginning of the year, to four hundred and twenty-one at the close of it, a decrease during the year of one hundred and eighty-one.

We have cell room for six hundred and fifty men. The new wing to the main prison, completed in January last, has room for cells to accommodate four hundred more prisoners.

The large decrease in the number of prisoners proportionately increases the per capita per diem cost, as it requires as large official and guard force to properly and securely work four hundred prisoners as it would eight hundred. It requires a certain number of men to establish a guard line in the absence of a prison wall, and it requires that force for a smaller number, and no more for a larger number of prisoners.

The Physician's report is interesting in refuting the oft repeated assertion that this is an unhealthy location for a prison. The contrary is the fact. The death rate is lower, and percentage of excuses from labor on account of sickness less, than in any prison within my knowledge. In this connection, I am quite certain that by substituting ironstone pipe, with proper traps and cut-offs, for the present clumsy system of sewerage, the health of both convicts and freemen will be greatly improved. Your honorable Board has already passed an order directing this to be done, and I hope to thoroughly improve the sewer system of the prison in the early spring.

During the last six months of the year the conduct and discipline of the prisoners have been exceptionally good. Very few breaches of the prison rules have occurred, and only of a trivial nature.

The unremitting interest in the work of the prison, so distinctly manifested by the officers and guards, has been communicated in a large degree to the convicts, who have been thus stimulated to extra exertion in order to secure all the benefits to be derived from good conduct, hard work, and a cheerful compliance with all the rules laid down by your honorable Board for their guidance.

IMPROVEMENTS DURING THE YEAR.

The completion of the annex to the prison building during the past year, and of the new iron roof over the cell building, has added largely to the comfort of the building, as well as to its beauty. The old wooden and tin roof was a constant menace to the safety of the prison, both from the elements and from escapes. The raising of the wall four feet, and the addition of a row of apertures near the roof, has greatly improved the ventilation, and in a measure accounts for the remarkable healthy condition of the convicts this summer. The annex will have a capacity for two hundred double cells, but as we have cell room for our present and immediate wants, it will not be necessary to utilize the room at present.

The work upon the annex was done exclusively by convict labor, and presents a striking contrast to the contract labor as shown in the old building, very much to the detriment of the latter.

The building of the annex necessitated a new guard post at that point. In January last we began the post, and completed the same in June. It is of cut stone, with cement floors and corrugated iron roof, and is one of the handsomest structures of the kind on the coast. The first story is occupied by the armory, the second story as a sleeping apartment, and the upper story by a gatling gun, affording a fine sweep of the surrounding country.

On the first of April your honorable Board rescinded a former order prohibiting the sale of granite, and directed me to quarry and dress stone for the general market, and to sell the same to the best interest of the State.

I began cutting street curbing at once, and offered the same for sale in San Francisco, and other interior markets, first learning the price asked by other quarries, so as to not undersell or compete with the product of free labor. From the first, orders came in much faster than we could fill them. The first curbing was sold for 45 cents per lineal foot, which price we increased to 50 cents, to 53 cents, and finally to 60 cents on the first of June, delivered on the cars at Folsom, which was the ruling price at that date, when we were compelled to cease cutting to begin work on the dam and canal. Dressed stone likewise brought a very high price, and we closed the quarry June first, with orders enough on hand to have kept the entire available force busy for a year.

At the prices obtained for stone work, the convicts could easily earn \$1 net per capita per diem for all employed in or around the quarry. It will be readily seen that the employing of 60 per cent of our force at quarrying would yield a revenue sufficient to pay the expense of the entire force, and cease to be a burden to the State.

The reason of the increased demand and increased price of stone work is found in the rapid advancement our State has made in the past year or two. As our cities become more populous, and real estate becomes more valuable, there will be an increased demand for more substantial buildings, and the granite quarries will naturally be called upon to supply the demand.

The working of convicts at quarrying and dressing stone need not necessarily compete with free labor, if the price asked by the State for the product of the quarries is fully up to the market rates. It is only when the price is reduced to a point below what would be fair compensation for free labor that the competition becomes hurtful.

That labor is best suited for the employment of convicts, and yields the best results where the raw material is of minimum value, and the largest percentage of the price obtained for the product is for the labor performed in preparing it for market. Hence the quarrying and dressing of stone has long been considered as being peculiarly adapted for convict labor. No expensive plant is required. No great skill is necessary to operate intricate machinery. The raw material comes out of the ground practically free of cost, save for the labor performed, and the price obtained is the reward of convict labor and industry. I have great faith that good results will be produced in the future operations of the quarry.

DAM AND CANAL.

The following from the Sacramento "Record-Union" of April eighteenth last, gives a succinct history of the various Acts of the Legislature relative to the Folsom Prison:

The first Act passed by the Legislature concerning a branch prison at Folsom was in 1858. It authorized the Board of Prison Directors to select a site for a Branch State Prison. Nothing further was done in the premises until 1868, when a supplemental Act was passed by the Legislature, directing the Board of Directors to select a site before the first of July, 1868, and limiting the selection to two sites, *i. e.*, Rocklin and Folsom. After considering the advantages offered by each, the Board selected Folsom, as it had the same facilities for quarrying stone, and an additional facility of the splendid water-power furnished by the American River.

Accordingly, on the thirtieth of June, 1868, the Board of Directors obtained from the Natoma Water and Mining Company a deed for three hundred and fifty acres of land supposed to cover all the quarries necessary for prison purposes, and also the exclusive right to the first five-foot fall perpendicular of the canal then in course of construction by the Natoma Company.

The consideration in this deed was that the State should pay \$15,000, payable in convict labor, to be used on said canal, and the dam necessary for the same, at the rate of 50 cents per diem for each convict employed at said labor, to be furnished after the completion of the prison and at the convenience of the Board of Directors. In 1874 the Legislature passed another Act authorizing the construction of the prison, and appropriated \$175,000 for that purpose. About that time it was discovered that the three hundred and fifty acres deeded by the Natoma Company did not cover all the land desired by the State. The Board of Directors secured another absolute deed from the Natoma Company for one hundred and thirty-three acres of land, the consideration being \$15,000, payable in convict labor at 50 cents per diem for each convict.

In the fall of 1874 the work began. The following year the contractor (Miles) failed, and the work ceased, as it became apparent that the appropriation was insufficient to carry out the plans adopted by the Board. The Legislature of 1875-6 failed to take action in the matter, and the work remained idle for two years longer. The Legislature of 1877-8 appropriated a further sum to complete the prison, and the Board of Directors was directed to proceed with its completion, provided the Board could make a contract in advance for the labor of three hundred and fifty convicts daily, for a period of five years, at a per diem of

50 cents for each convict; said labor to be furnished by the State and accepted and paid for by the contractor upon the completion of the prison. The Board of Directors, under the Act, entered into a contract with H. G. Livermore, then President and principal owner of the Natoma Water and Mining Company, whereby he (Livermore) agreed to take the labor in accordance with the provision of the statutes. When the contract was made and approved by the Attorney-General, the Board proceeded to complete the prison in accordance with the enactment of the Legislature. The central idea that obtained with the Legislature and the various Boards of Directors, pending all these enactments and running through a period of twenty years, *i. e.*, from 1858 to 1878, was to utilize the water-power of the American River. That gave the present site preference over all others.

To resume: The prison was completed and ready for occupancy in July, 1880, twenty-two years after the project was first begun. Although the prison was occupied in 1880, it was some time before the State was in a position to furnish any labor under either of the contracts with the Natoma Company. The clearing away of the forest in the immediate vicinity of the prison, the construction of sewers, building of roads, etc., occupied all the available labor until 1882, when the Natoma Company began work on the dam and canal, the State furnishing about eighty convicts daily. After performing some eleven thousand days' work, a dispute arose between the Board of Directors and the Natoma Company about the amount of labor due from the State as a consideration for the two grants of land and the water-power of the canal. The Directors held that \$15,000, or thirty thousand days' labor, was the full consideration; while the Natoma Company claimed that there were two separate deeds, each calling for thirty thousand days' labor. The Board held to their construction under the advice of the Attorney-General. The Natoma Company quit work, and declined to receive any more labor on such terms. Subsequently the State brought suit to compel them to complete their dam and canal.

The Natoma Company won the suit in the Superior, and subsequently, in the Supreme Court, it being held in effect that there was no obligation on the part of the Natoma Company that would compel them to complete the dam and canal. The State having received a deed to the land, four hundred and eighty-three acres, it could not compel the Natoma Company to accept the consideration, and that there was no time specified for the company to complete the canal. In 1881 H. G. Livermore died, his interest passing to his two sons, Charles E. and H. P. Livermore. A majority of the stock of the Natoma Company passed into the hands of Charles Webb Howard, of the Spring Valley Water Company. Howard and the two Livermores soon disagreed as to the policy of the company, which disagreement finally terminated in the two Livermores withdrawing from the Natoma Water and Mining Company. They, however, held on to their water right, and organized what is now known as the Folsom Water Power Company. The water right includes the dam opposite the prison grounds, and the proposed canal thence to the town of Folsom, some two miles. As they own the land on both sides of the river for that distance, and also have the bed of the river covered with Government mining patents, no question of riparian rights can intervene to prevent the carrying out of the long-cherished plan of the first Mr. Livermore, *i. e.*, the completion of the dam and building the canal to the town of Folsom, and the putting up at the latter place of large factories of various kinds, to be operated by the almost unlimited power to be obtained from a thirty-foot canal six feet deep, with a seventy-two-foot fall at Folsom.

Such was the condition of the dam and canal at that date. The attention of his Excellency, Governor Waterman, having been called to the importance of the enterprise, he made an inspection of the proposed work, and also examined the deeds and all statutes bearing upon the subject, and became convinced that the benefits that would accrue to the State were so large that another attempt ought to be made to form a satisfactory arrangement with the Folsom Water Power Company, in order to realize the many natural advantages that were obtained in the original location of the prison. Accordingly the Governor called a special meeting of your honorable Board for May fifth, and also notified Mr. Livermore to submit propositions in accordance with the decision of the Courts to resume work on the dam and canal.

At the meeting of May fifth a general agreement was reached to resume work as soon as practicable, which agreement was subsequently ratified at San Francisco on May twelfth, by the terms of which the canal was widened to forty feet, and the State fall was increased from five feet to seven and thirty-three one hundredths feet, and the power to be attained by the State was increased from two hundred and fifty horse-power to six hundred horse-power, and many other rights and privileges were definitely secured to the State that had been a constant source of trouble and annoyance.

Amongst these was the right to pump water and lay sewer pipes along

the company's land; to maintain proper guard posts, freight houses, etc., on their land; the permanent free use of their railroad from the town of Folsom to the prison, as well as the perpetual right of ingress and egress to the prison.

These preliminaries having been settled, ground was broken on the new work by a small force on June first, and on the first of July the work was well advanced.

We hope to complete the dam and canal to and beyond the prison by the last of December, 1889, and will by that time be ready to utilize the resultant power for the benefit of the prison.

It will not be amiss in this report to enumerate some of the advantages that will accrue to the State from the completion of this work:

We can then dispense with steam as a motor for pumping the water used at the prison for domestic and irrigating purposes.

Sufficient water can be raised, with a small outlay for pump and pipe, to irrigate the entire prison tract. With the raising of vegetables, grapes, and fruit, the keeping of the prisoners would be materially decreased, and at the same time furnish employment for boys and novices in crime that would be healthful, and have the most reformatory influence.

With proper dynamos we can generate electric light for the prison and grounds, greatly reducing the chances of escape, and giving opportunity to work the convicts by night as well as by day, if necessary.

The electric power generated from the dynamos can be applied to the quarry derricks, and to improved machinery for drilling and dressing stone, decreasing the cost of the quarry and stone yard, while largely increasing the output.

When this is done we will not have utilized half the power at our command, and we will be in a position to operate any kind of a factory that may be deemed advisable by the Legislature or your honorable body.

A Boys' Reformatory is one of the crying needs of this State, where the youthful criminal, convicted for the first time, may be segregated from the older and more hardened criminal, and an effort made to reclaim him before vice has taken too deep root. That can never be done in our State Prisons. We have at present near one hundred boys under the age of twenty years, that under no circumstances should be allowed to mingle with the older criminals. There is an Industrial School in San Francisco, but it is a city institution, and not fitted by location or surroundings for a State Reformatory.

The purchase of a tract of land adjoining this prison, and the location of a Reformatory for Boys, would afford an opportunity to utilize all the power derived from the canal. It can readily be conveyed by electric wires in sufficient quantities to give the boys a course of mechanical training that will fit them for useful citizens upon their discharge. The entire tract can be placed under a high state of cultivation, being irrigated by the waters of the canal, pumped to any height upon the surrounding hills practically free of cost, and the boys can be given practical lessons in viticulture and agriculture, that will furnish them a vocation whereby they can earn an honest living. In Australia the prisons conduct an experimental farm, under the direction of the Government Board of Agriculture, with good results, and my judgment is that it would well repay the outlay in this State.

I submit herewith estimates of the cost of putting in the necessary building at the State fall for the purpose of utilizing the power, also estimates for the necessary water wheels, two forty-horse dynamos for lighting the prison and grounds by night, and running the quarry derricks in the daytime,

together with the cost of electric plant for lighting purposes, also a pump sufficient to raise seven hundred thousand gallons of water daily to a height of three hundred feet, with the necessary piping for the same, and the cost of reservoir. These estimates are for the necessary cash outlay, the work to be done by convict labor. I also present estimates for iron-stone sewer pipe for sewerage. As these things will be needed within the next two years, it will be necessary for the next Legislature to make the appropriation, and I ask your recommendation to that effect.

ESTIMATES FOR UTILIZING WATER POWER.

Building, 135 feet by 90 feet, will cost:			
Iron roof and skylight	\$8,708	75	
Main floor	11,390	00	
Power room floor	10,851	25	
Cement (1,500 barrels)	5,115	00	
			\$36,065 00
Necessary gates with appliances will cost			18,196 30
Machinery to operate same			29,080 00
One plunger pump will cost	\$4,844	00	
4,000 feet iron pipe, with attachments, 10-inch	6,000	00	
			10,844 00
Lighting prison grounds and buildings:			
Two 40-horse power dynamos	\$4,400	00	
600 incandescent and 16 arc lamps	2,680	00	
Four 20-horse power motors, with fixtures	8,000	00	
Wire	200	00	
			15,280 00
Sewer system complete			2,500 00
Incidental expense			534 70
Estimated total cost			\$112,500 00

The above estimate is for two forty-horse power dynamos, sixteen arc lamps, and six hundred incandescent lights, which will be ample for lighting the prison and grounds at night, while the dynamos can be used in the daytime for power purposes.

The pump will have a capacity of seven hundred thousand gallons per diem, lifted to a height of three hundred feet, which is sufficient for irrigating and domestic purposes.

With a small outlay of labor a storage reservoir can be made at an elevation of two hundred and sixty feet, where a large body of water can be accumulated in the winter and early spring for irrigation, while the capacity of our present reservoirs are ample for domestic use.

The estimates for the power building and wheels are based upon the ultimate use of all the resultant power.

In conclusion, I congratulate your honorable Board, his Excellency Governor Waterman, and the people of the State upon the marked progress that has been made in prison management during the past year.

The oft repeated charge that our prisons are a playground, and a school for crime, instead of penal and reformatory institutions, is no longer heard. On the contrary, both prisons are not only employing all their labor, but really have not a sufficient number of convicts to meet their requirements.

The statistics show that while our State is rapidly increasing in population, the criminal element is at a standstill, if not slightly decreasing. We bid fair soon to have our prisons in a condition to compare favorably with the best in America.

I sincerely thank the members of the Board for their uniform courtesy, and the promptness with which they responded to any suggestion that would inure to the best interests of the State.

To the officers and guards I am also indebted for their earnest and efficient coöperation in carrying out the policy of your honorable Board.

Very respectfully,

CHARLES AULL,
Warden.

SAN FRANCISCO, September 20, 1888.

To his Excellency R. W. WATERMAN, Governor, and the honorable Board of State Prison Directors:

GENTLEMEN: In compliance with your request, I proceeded to the State Prison at Folsom on the sixth instant, and there examined the plans and site of the new stone dam, now in progress of construction across the American River, under engineer P. A. Humbert, Esq.

I found the location to be the best that could be selected.

The work at the time consisted in laying bare the bed of the river, and the laying of a bed of concrete to receive the granite stones, of which the dam is to be built.

The stone, both as to size and quality, is of the best, and when once in place, laid in Portland cement, will stand for all time.

The dam will be fifty-three feet high above the concrete foundation in the center, and at the base sixty feet in cross section. At top it will be twenty-five feet.

The upper portion of the dam has a slight batter, while the lower side of the dam is made with an easy curve, forming an apron to take the falling water from the coping of the dam.

For a more particular reference, I beg leave to refer to the plans of the engineer herewith, which gives as the—

Length of dam tangent	218 feet.
Length of curve.....	121 feet.
Length of wing.....	130 feet.
Total length of overflow.....	469 feet.

After a careful examination of the plans and the location, I am of the opinion that every part of the work has been well and thoroughly considered, and that I approve of the same in all its details, with one suggestion, that is: that the canal bottom be kept on solid ground when practicable.

I have been requested also to give some figures as to the value of this dam to the State when completed. There can be no question but that this can be satisfactorily answered in a few words.

The prison at Folsom requires power to drive its various kinds of machinery, whether now in use, or to be used hereafter, in the successful working of the State prisoners; therefore a cheap power is what should be the first consideration. It is well known that the cheapest coal in this State is high when compared with prices in the Eastern States. If water powers for manufacturing purposes are sought for East, why not here?

As I understand, the State will get under their contract with the Folsom Water Company, six hundred (600) horse power *free for all time*, sufficient to run all machinery, from the electric lighting of the building and grounds, to the running of all kinds of machinery requiring power. The value of six hundred horse power has been estimated at \$50 per horse power per

annum, or \$30,000 per year. The water company, as I am informed, have standing offers per horse power of \$50 to \$75 per year. It is somewhat difficult to give an exact cost per horse power per year, where said power is produced by the use of coal, as the prices vary so much, but it can be taken with safety at from \$80 to \$100 per horse power. Therefore the saving to the State would be six hundred horse power at \$80, or \$48,000, or in round numbers would pay interest on \$900,000 at 5 per cent.

I am of the opinion that the work is of great value, and necessary to make the prison labor at Folsom self-sustaining and a profit to the State. In conclusion I would suggest that fifty more men be put on the work as soon as possible, so that the foundation work would be in place before the freshets set in.

Yours respectfully,

A. W. VON SCHMIDT,
Civil Engineer.

DEPUTY WARDEN'S REPORT.

STATE PRISON AT FOLSOM, CALIFORNIA, }
June 30, 1888. }

To honorable CHARLES AULL, Warden State Prison at Folsom:

DEAR SIR: I herewith beg to submit my report, in tabular form, for the fiscal year ending June 30, 1888.

Respectfully,

W. H. ROBINSON,
Deputy Warden.

TABLE No. 1.

Prison Account from 1881 to July 1, 1888.

	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	Total.
Received by order of Court	96	85	131	217	230	225	150	152	1,286
Pardons revoked			1						1
Escapes returned	2	5		3	1	3	3	3	20
Returned from insane asylum								1	1
Witnesses returned	2	1	9	4	6	2	4	2	30
United States prisoners received					1		1	1	3
Transferred from San Quentin	253	60		50	2	4	1	7	377
Returned by order of Court			2	2	2	1			7
Totals	353	151	143	276	242	235	159	166	1,725
Discharged per Act	36	114	93	75	48	42	69	80	557
Discharged per Act and restored					32	71	80	88	271
Pardoned by the Governor	1	3	11	11	11	1	8	4	50
Discharged by commutation		1	8	3	22	16	13	1	64
Discharged by order of Court		2							2
Escaped	6	4	4	6	4	2	2	2	30
Died and killed	3	6	13	7	7	7	15	7	65
Killed while attempting to escape	1	1			1				3
Sent to Insane Asylum		1	2	2		2		7	14
Taken out as witness	2	2	9	4	6	2	4	2	31
Taken out for new trial	1	4	1	2	5	4	2		19
Suicided	1			1	1	2	1		6
Taken out for trial on new charge				2	1				3
Taken out on writ of probable cause				1	2				3
Taken out on writ of habeas corpus			2	3	1			1	7
Taken out for trial on an additional charge	1								1
Taken out on certificate of prob. cause								1	1
Taken out by order of Court	3								3
Conditionally pardoned	1		1	1	3				6
Killed by fellow convict		1							1
Transferred to San Quentin					3	3	4	157	167
Totals	56	139	144	118	147	152	198	350	1,304

TABLE No. 2.

Recapitulation of Received and Discharged Prisoners, from July 1, 1887, to July 1, 1888.

MONTH.	Returned from Insane Asylum	By Commitment	Returned Convict Witnesses	Escapes Returned	Transferred from San Quentin	Total Received
1887—July		4				4
August		7				7
September		11	1			12
October		3				3
November	1	17				17
December		7		1	2	11
1888—January		7		1	5	13
February		15				15
March		6		1		7
April		32				32
May		25	1			26
June		19				19
Totals	1	153	2	3	7	166

TABLE No. 2—Continued.

Daily Average of Prisoners for each and every Month; also Daily Average for the Fiscal Year Ending June 30, 1888.

MONTH..	Number.
1887—July	602.6
August	592.4
September	590.9
October	582.8
November	578.3
December	580.7
1888—January	570.1
February	566.8
March	556.7
April	412.4
May	420.8
June	420.4
Daily average for fiscal year	539.6
Daily average first half fiscal year	587.2
Daily average second half fiscal year	490.4

TABLE No. 2—Continued.

MONTH.	Taken Out on Writ of Habeas Corpus.	Discharged per Act and Restored.	Discharged per Act.	Pardoned by the Governor.	Taken Out on Cert. of Prob. Cause.	Committed by the Governor.	Transferred to San Quentin.	Died.	Taken Out as a Witness.	Removed to Insane Asylum.	Escaped.	Total Discharged.
1887—July	4	4	.....	.....	.....	.....	1	.....	.....	.....	9
August	4	5	.....	.....	.....	.....	.....	.....	6	.....	15
September	5	9	.....	.....	.....	.....	2	1	.....	.....	17
October	4	9	.....	.....	.....	.....	.....	.....	.....	.....	13
November	7	4	1	.....	.....	1	.....	.....	.....	.....	13
December	5	6	.....	.....	.....	6	1	.....	.....	1	19
1888—January	8	12	.....	.....	.....	.....	.....	.....	.....	.....	20
February	9	4	2	.....	.....	.....	.....	.....	.....	.....	15
March	6	5	.....	1	.....	150	.....	.....	.....	.....	162
April	12	8	1	.....	.....	.....	3	.....	.....	.....	24
May	1	13	7	.....	.....	.....	.....	.....	1	1	.....	23
June	11	7	.....	.....	1	.....	.....	.....	.....	1	20
Totals	1	88	80	4	1	1	157	7	2	7	2	350

TABLE No. 2—Continued.

Recapitulation of Received and Discharged Prisoners from July 1, 1887, to July 1, 1888.

Number of prisoners on hand June 30, 1887.....	605	
Received from July 1, 1887, to July 1, 1888.....	166	
Total.....		771
Discharged per Act and restored.....	88	
Discharged per Act.....	80	
Pardoned by the Governor.....	4	
Commuted by the Governor.....	1	
Died in the prison hospital.....	7	
Transferred to San Quentin Prison by order of the State Board of Prison Directors.....	157	
Taken out on certificate of probable cause.....	1	
Taken out as witnesses.....	2	
Removed to Insane Asylum.....	7	
Escaped.....	2	
Taken out on writ of habeas corpus and discharged.....	1	
Total.....		350
Number of prisoners on hand June 30, 1888.....		421

TABLE No. 3.

Nativity of Prisoners.

NATIVITY.	Number.	Per Cent.	NATIVITY.	Number.	Per Cent.
<i>United States.</i>			<i>Foreign.</i>		
Alabama.....	1	.24	Portugal.....	3	.71
Colorado.....	1	.24	Austria.....	1	.24
Connecticut.....	4	.95	Australia.....	3	.71
California.....	76	18.05	China.....	20	4.75
District of Columbia.....	1	.24	Canada.....	7	1.66
Georgia.....	2	.48	England.....	26	6.16
Illinois.....	10	2.38	France.....	6	1.42
Indiana.....	1	.24	Germany.....	27	6.40
Indian Territory.....	1	.24	Ireland.....	33	7.84
Iowa.....	8	1.90	Italy.....	4	.95
Kansas.....	2	.48	Mexico.....	16	3.80
Kentucky.....	7	1.66	Nova Scotia.....	2	.48
Louisiana.....	3	.71	Spain.....	1	.24
Maryland.....	6	1.42	Sweden.....	6	1.42
Maine.....	6	1.42	Switzerland.....	1	.24
Massachusetts.....	17	4.04	Scotland.....	3	.71
Michigan.....	6	1.42	Sandwich Islands.....	1	.24
Missouri.....	18	4.28	Tahiti.....	1	.24
Nevada.....	1	.24	Turkey.....	1	.24
New York.....	45	10.69	West Indies.....	1	.24
New Jersey.....	1	.24	Holland.....	1	.24
North Carolina.....	1	.24	Japan.....	1	.24
Ohio.....	6	1.42	Poland.....	1	.24
Oregon.....	2	.48			
Pennsylvania.....	16	3.80			
Rhode Island.....	2	.48			
Tennessee.....	1	.24			
Texas.....	1	.24			
Vermont.....	1	.24			
Virginia.....	5	1.19			
West Virginia.....	1	.24			
Wisconsin.....	2	.48	Total.....	421	100.00

TABLE No. 4.
Classification of Crime.

CRIME.	Number.	CRIME.	Number.
Arson	1	Forgery	13
Arson, first degree	1	Felony	16
Arson, second degree	4	Grand larceny	74
Assault to murder	12	Grand larceny and prior	3
Assault to murder and prior	1	Grand larceny and prior and injur-	
Assault to rape	5	ing public jail	1
Assault to rob	5	Injuring public jail	1
Assault to rob and prior	1	Desertion, United States	1
Assault with deadly weapon	7	Manslaughter	11
Attempted burglary	3	Murder, first degree	37
Attempted burglary and prior	1	Murder, second degree	16
Attempt to commit crime against		Murder	7
nature and prior	1	Perjury	3
Buggery, or crime against nature	3	Petit larceny and prior	9
Burglary, first degree	64	Rape	3
Burglary, second degree	47	Robbery	39
Burglary	15	Robbery and prior	2
Burglary and prior	11		
Burglary and grand larceny	2	Total	421
Burglary and injuring public jail	1		

TABLE No. 5.
Terms of Imprisonment.

TERM.	Number.	TERM.	Number.
Life	48	Sixteen years	2
Six months	1	Seventeen years	1
Eight months	3	Eighteen years	2
One year	15	Twenty years	9
One and three quarters years	1	Twenty-two years	1
One and one half years	6	Twenty-five years	8
Two years	27	Twenty-eight years	1
Two and one half years	1	Twenty-nine years	1
Three years	20	Forty years	3
Three and one half years	5	Forty-two years	1
Four years	27	Fifty years	2
Four and one half years	1	Fifty-five years	1
Five years	63	Sixty years	1
Five years and \$1,000 fine	1	Seventy-three years	1
Six years	18		
Seven years	18	Total	421
Eight years	21		
Nine years	5	Prisoners serving first term	321
Nine and eleven twelfths years	1	Prisoners serving second term	76
Ten years	60	Prisoners serving third term	14
Ten years and \$1,000 fine	1	Prisoners serving fourth term	4
Eleven years	2	Prisoners serving fifth term	2
Twelve years	13	Prisoners serving sixth term	2
Thirteen years	1	Prisoners serving seventh term	2
Fourteen years	10		
Fifteen years	18	Total	421

TABLE No. 6.

Age of Prisoners.

AGE.	Number.	AGE.	Number.
Fourteen years.....	1	Forty-three years.....	10
Sixteen years.....	2	Forty-four years.....	9
Seventeen years.....	5	Forty-five years.....	8
Eighteen years.....	5	Forty-six years.....	7
Nineteen years.....	16	Forty-seven years.....	2
Twenty years.....	18	Forty-eight years.....	4
Twenty-one years.....	14	Forty-nine years.....	3
Twenty-two years.....	19	Fifty years.....	6
Twenty-three years.....	15	Fifty-one years.....	2
Twenty-four years.....	9	Fifty-two years.....	5
Twenty-five years.....	19	Fifty-three years.....	7
Twenty-six years.....	21	Fifty-four years.....	4
Twenty-seven years.....	18	Fifty-five years.....	1
Twenty-eight years.....	14	Fifty-six years.....	3
Twenty-nine years.....	19	Fifty-seven years.....	2
Thirty years.....	21	Fifty-eight years.....	4
Thirty-one years.....	16	Fifty-nine years.....	1
Thirty-two years.....	12	Sixty years.....	2
Thirty-three years.....	10	Sixty-one years.....	1
Thirty-four years.....	13	Sixty-two years.....	1
Thirty-five years.....	14	Sixty-four years.....	1
Thirty-six years.....	12	Sixty-five years.....	2
Thirty-seven years.....	9	Sixty-six years.....	1
Thirty-eight years.....	12	Sixty-seven years.....	1
Thirty-nine years.....	6	Sixty-eight years.....	1
Forty years.....	7		
Forty-one years.....	3	Total.....	421
Forty-two years.....	3		

TABLE No. 6—Continued.

Educational Abilities of Prisoners.

Read and write.....	358
Read and cannot write.....	11
Write and cannot read.....	1
Neither read nor write.....	51
Total.....	421

TABLE No. 7.

Number of Prisoners from Each County.

County.	Number.	Per Cent.	County.	Number.	Per Cent.
Alameda	26	6.16	San Francisco	149	35.39
Alpine	1	.24	San Bernardino	8	1.90
Amador	6	1.42	San Joaquin	22	5.22
Butte	7	1.66	San Luis Obispo	6	1.42
Calaveras	2	.48	San Mateo	6	1.42
Colusa	6	1.42	Santa Barbara	7	1.66
Contra Costa	1	.24	Santa Clara	20	4.75
El Dorado	7	1.66	Santa Cruz	2	.48
Fresno	6	1.42	Shasta	1	.24
Kern	2	.48	Sierra	2	.48
Lake	1	.24	Siskiyou	1	.24
Los Angeles	18	4.28	Solano	7	1.66
Marin	1	.24	Sonoma	4	.95
Mendocino	4	.95	Stanislaus	5	1.19
Mariposa	2	.48	Tehama	5	1.19
Monterey	3	.71	Trinity	3	.71
Modoc	2	.48	Tuolumne	3	.71
Nevada	8	1.90	Ventura	5	1.19
Napa	1	.24	Yolo	9	2.14
Placer	2	.48	Yuba	11	2.61
Plumas	1	.24			
Sacramento	38	9.03	Total	421	100.00

TABLE No. 8.

Occupation of Prisoners when Received.

OCCUPATION.	Number.	OCCUPATION.	Number.
Actor	1	Miller	1
Baker	6	Millwright	1
Barber	8	Miner	12
Blacksmith	10	Molder	3
Boilermaker	5	Machinist	6
Bricklayer	3	Merchant	1
Butcher	3	Painter	10
Broommaker	1	Preacher	1
Bookkeeper	6	Printer	4
Book agent	1	Plumber	3
Buttonmaker	1	Porter	1
Cook	20	Railroadman	3
Carpenter	9	Soldier	1
Cabinetmaker	2	Sailor	13
Clerk	7	Sailmaker	1
Cigarmaker	1	Stonemason	4
Currier	1	Saloonman	5
Dairyman	1	School teacher	1
Druggist	1	Shoemaker	13
Engineer	3	Sawyer	1
Farmer	15	Storekeeper	1
Farm laborer	3	Smelter	1
Furrier	1	Saddler	2
Fireman	1	Tailor	9
Fishmonger	1	Tinner	3
Glassblower	1	Teamster	11
Gasfitter	1	Tool dresser	1
Gardener	5	Vaquero	4
Hostler	10	Waiter	21
Harnessmaker	4	Woodchopper	2
Jockey	1	Weaver	1
Journalist	2	Wood carver	1
Laundryman	8	No occupation	1
Locksmith	1		
Laborer	134	Total	421

TABLE No. 9.

Showing the number of Convicts assigned to the various Departments, etc., of the Prison at the close of the Fiscal Year, ending June 30, 1888.

DEPARTMENT.	Number.	DEPARTMENT.	Number.
Quarry	59	Stable	15
Ranch	13	Harness shop	1
Permanent improvements	4	Carpenter shop	3
Laundry	13	Tin shop	2
General kitchen	31	Barber shop	3
Bakery	3	Plumber shop	2
Officers' dining-room	8	Paint shop	3
House servants	7	Shoe shop	4
Chicken ranch	1	Tailor shop	4
Whitewashers	3	Turning shop	1
Cell tenders	10	Photographer	1
Gate tenders	4	Wood choppers	3
Library	1	Captain Guards' office	3
Commissary	6	Deputy Warden's office	3
Gas house	1	Clerk's office	1
Car shop	2	Patients in hospital	4
General laborers	3	Daily excuses	4
Dairy	3	Cripples, etc.	3
Lamp room	3	Unassigned	5
Hospital nurse	3	Sweepers	6
Sawmill	4	Canal	143
Scavenger	3		
Vegetable garden	7	Total	421
Flower garden	15		

CLERK'S REPORT.

STATE PRISON AT FOLSOM, CALIFORNIA, }
October 4, 1888. }

To the honorable State Board of Prison Directors:

GENTLEMEN: I herewith submit to your consideration a full statement of the financial transactions of this prison for the thirty-ninth fiscal year, ending June 30, 1888.

Very respectfully,

W. W. CUNNINGHAM, Clerk.

TABLE No. 1.

Cash Receipts of the State Prison at Folsom during the Thirty-ninth Fiscal Year, ending June 30, 1888.

MONTH.	Sales of Granite.	State Treasury— General Approp- riation 38th Fiscal Year ---	State Treasury— General Approp- riation 39th Fiscal Year ---	State Treasury— Prison Wall---	State Treasury— Prison Earn- ings -----	Rent of Wooden Buildings-----	Laundry -----	Hospital Depart- ment -----	United States Government --	Miscellaneous --	Total -----
1887—July -----	\$1,239 10	\$8,509 63	\$9,304 28	---	---	\$34 00	\$16 00	---	---	---	\$50 00
August-----	4 00	---	9,324 34	---	---	34 00	28 00	---	---	\$12 00	19,115 01
September-----	---	---	8,223 62	---	---	71 00	42 90	---	---	---	9,341 84
October-----	---	---	10,808 95	---	---	37 00	28 60	---	---	3 00	8,337 52
November-----	1,524 50	---	7,669 00	\$205 47	\$3,414 00	73 10	41 00	\$31 40	---	---	12,007 52
December-----	56 17	---	11,714 07	---	---	37 00	11 05	---	---	10 00	11,284 67
1888—January-----	3,688 34	---	10,485 42	---	278 05	37 00	10 13	---	---	7 35	15,400 46
February-----	20 00	---	---	---	---	---	---	---	\$352 00	---	10,837 95
March-----	29 25	---	---	---	---	---	---	---	---	---	381 25
April-----	940 58	57 90	18,979 19	---	---	42 00	24 95	2 90	779 50	7 85	20,834 87
May-----	451 60	---	8,866 42	---	---	32 00	10 90	---	136 50	---	9,497 42
June-----	567 70	---	---	---	---	---	75	---	---	13 33	581 78
Balance June 30, 1887.	---	---	---	---	---	---	---	---	---	---	2,523 17
Totals-----	\$8,521 24	\$8,567 53	\$95,375 29	\$205 47	\$3,692 05	\$397 10	\$215 78	\$34 80	\$1,298 00	\$53 53	\$120,853 46

TABLE No. 2.

Cash Disbursements of the State Prison at Folsom during the Thirty-ninth Fiscal Year, ending June 30, 1888.

Month.	Supplies of Merchandise—38th Fiscal Year	Supplies of Merchandise—39th Fiscal Year	Salaries—38th Fiscal Year	Salaries—39th Fiscal Year	Postage	State Treasury—Prison Earnings	Prison Directors	Gratuities Paid Discharged Prisoners	Transportation—Prisoners	Escaped Prisoners	General Expense	Total
1887—July	\$5,402 95	\$6,112 84	\$100 00	\$4 84	\$25 00	\$1,000 00		\$15 00	\$3 60		\$11 00	\$148 44
August		6,022 11	2,998 35	3,268 73	27 00	1,254 54		45 00	23 20			18,889 07
September		4,976 96		3,266 76	12 00			70 00	33 50			10,658 91
October		7,694 42		3,200 00	13 00			65 00	34 70	\$100 00	4 50	8,294 16
November		7,669 00		3,311 66	20 00			60 00	42 25			11,228 33
December		8,223 96		3,266 72	47 00	1,500 00	\$240 65	55 00	18 95			12,797 32
1888—January		7,135 28		3,411 51		3,500 00	213 55	100 00	69 90	50 00	40 00	15,408 92
February				3,216 52			278 05	75 00	47 25			10,772 10
March				272 54	20 00			55 00	22 90	50 00	30 65	451 09
April	57 90	12,065 20		6,666 07	20 00			105 00	49 30			18,963 47
May		5,429 77		3,383 86	20 00	2,000 00		105 00	50 05			10,988 68
June				394 07	20 00			95 00	51 65			560 72
Balance on hand June 30, 1888												1,492 25
Totals	\$5,400 85	\$65,329 54	\$3,098 35	\$33,063 28	\$244 00	\$9,254 54	\$732 25	\$845 00	\$147 25	\$200 00	\$86 15	\$120,853 40

TABLE No. 3.

Earnings of the State Prison at Folsom for the Thirty-ninth Fiscal Year, ending June 30, 1888.

MONTH.	Interest.	Hogs.	Profit and Loss.	Quarry.	Wooden Buildings.	Farm.	Laundry.	Freight.
1887—July					\$34 00		\$16 00	\$24 59
August		\$266 30		\$1,239 10	34 00	\$381 27	28 00	28 00
September		229 25		4 00		296 58	1 50	4 85
October					71 00	180 77	42 90	21 11
November		351 85		1,524 50	37 00	416 00	28 60	7 77
December				56 17	73 10	41 00	3 17	3 17
1888—January				4,080 98	37 00	150 25	11 05	13 68
February				20 00	37 00	469 85	10 13	
March			\$57 20	29 25		183 00		7 32
April	\$7 85		60 00	29 25	42 00	238 38	24 95	
May			6 31	547 94	32 00	200 11	10 90	22 78
June			7 57	451 60		215 13	75	23 46
Totals	\$7 85	\$847 40	\$131 08	\$12,763 22	\$397 10	\$2,731 34	\$215 78	\$130 73
MONTH.	Expense.	Hospital Department.	Telegraphing.	Prisoners' Mess.	Capt. Guards' Department.	Sundry Officers and Guards.	Support of United States Prisoners.	Total.
1887—July								\$76 59
August	\$11 00							1,948 67
September	3 00		\$1 00					548 18
October								318 78
November								2,365 72
December								204 84
1888—January	10 00	\$31 40		\$21 84			\$1,050 50	5,375 30
February				29 25	\$28 50		651 93	651 93
March	1 10			29 16				309 83
April	20 00	2 90		25 14			141 50	1,056 97
May	20 00			26 97				764 36
June	20 00			28 86			621 33	5,740 11
Totals	\$85 10	\$34 30	\$1 00	\$161 22	\$28 50	\$13 33	\$1,813 33	\$19,361 28

TABLE No. 4.

Exhibit of the Cost of Maintaining the California State Prison at Folsom for the Thirty-ninth Fiscal Year, ending June 30, 1888.

MONTH.	Salaries.	Officers and Guards' Mess.	Prisoners' Mess.	Warden's House.	Forage.	Postage.	Clothing.	Shoes.	Bedding.	Telegraphing.
1887—July	\$3,061 44	\$655 95	\$2,397 40	\$98 67	\$118 12	\$25 00	\$374 43	---	\$15 01	---
August	3,167 23	677 95	2,569 51	98 64	219 15	27 00	732 46	\$170 52	70 62	\$34 64
September	3,116 66	522 24	2,960 78	99 88	65 60	12 00	124 48	---	14 28	16 52
October	3,190 00	656 27	2,432 25	99 15	112 08	13 00	181 17	---	52 45	12 62
November	3,084 99	784 13	2,670 93	95 07	150 47	20 00	586 03	124 40	394 12	16 14
December	3,276 56	442 48	2,476 22	98 90	1,307 71	47 00	1,438 59	137 46	246 69	14 58
1888—January	3,350 14	542 00	2,339 44	142 66	---	---	---	---	---	---
February	3,439 19	618 19	1,929 51	58 81	---	---	---	---	---	---
March	3,444 15	679 71	1,930 60	97 55	---	---	---	---	---	---
April	3,436 65	625 73	1,426 77	161 06	---	---	---	---	---	---
May	3,439 46	686 87	1,562 43	107 18	---	---	---	---	---	---
June	3,383 30	731 52	1,518 91	127 67	---	---	---	---	---	---
Totals	\$39,389 47	\$7,633 04	\$25,514 75	\$1,285 24	\$1,973 13	\$144 00	\$3,437 16	\$577 22	\$793 17	\$94 50
Month.	Laundry.	Fuel.	Light.	Hospital Department.	Discharged Prisoners.	General Expense.	Stationery.	Warden's Office.	Clerk's Office.	Commissary Department.
1887—July	\$17 61	\$741 20	\$250 14	\$147 03	\$18 60	\$583 54	\$6 25	---	---	---
August	21 35	578 20	158 88	115 15	68 20	1,179 27	15 28	---	---	---
September	15 66	---	171 18	100 16	103 50	618 91	6 05	\$6 00	---	---
October	51 15	997 84	250 66	66 50	99 70	812 71	7 36	3 00	---	---
November	21 50	1,044 58	375 60	92 85	102 25	2,010 10	16 60	4 50	---	---
December	23 57	328 00	342 73	231 36	---	1,965 44	56 06	---	---	---
1888—January	52 50	---	320 35	225 80	73 95	717 23	---	20	\$16 88	\$11 68
February	60 02	---	292 37	147 79	122 25	739 11	---	11 84	6 67	28 71
March	60 74	---	272 71	112 97	77 90	624 16	---	18 86	12 18	16 04
April	61 15	---	206 07	128 68	154 30	136 27	---	4 30	3 69	9 47
May	73 47	---	199 82	164 88	155 05	170 32	---	126 62	2 77	8 76
June	70 91	---	269 99	140 01	146 65	1,094 11	---	7 01	11 40	9 78
Totals	\$529 63	\$3,689 82	\$3,050 50	\$1,733 78	\$1,292 25	\$10,951 17	\$107 60	\$182 33	\$53 59	\$84 44

TABLE No. 4—Continued.

MONTH.	Capt. Guards' Department.	Turnkey's Department.	Engineer's Department.	Stock Department.	Quarry.	General Repairs.	Tools in Use.	Derricks and Fixtures.	Prison Wall.	Machinery.
1887—July	-----	-----	-----	-----	\$317 39	-----	-----	\$16 05	\$95 43	-----
August	-----	-----	-----	-----	322 78	-----	\$82 28	-----	-----	-----
September	-----	-----	-----	\$52 00	137 35	-----	36 50	10 40	-----	-----
October	-----	-----	-----	165 00	449 11	-----	84 46	1 17	192 50	-----
November	-----	-----	-----	-----	234 44	-----	-----	-----	377 77	-----
December	-----	-----	-----	25 00	76 53	-----	70 70	15 35	-----	\$122 90
1888—January	\$693 08	\$399 78	\$227 35	226 08	635 08	\$195 92	-----	-----	-----	-----
February	1,213 61	712 20	195 01	530 16	325 79	18	-----	-----	-----	-----
March	486 62	655 58	251 29	223 19	285 83	-----	-----	-----	-----	-----
April	698 47	665 49	173 01	199 06	300 31	36 31	-----	-----	-----	-----
May	935 53	318 43	304 79	198 14	311 87	3 23	-----	-----	-----	-----
June	1,200 90	733 92	418 97	200 52	60 21	59 76	-----	-----	-----	-----
Totals	\$5,228 21	\$3,485 40	\$1,570 42	\$1,879 15	\$3,456 69	\$295 43	\$273 94	\$42 97	\$665 70	\$122 90
MONTH.	Wagons and Harness.	Permanent Furniture.	Prison Improvement.	Profit and Loss.	Wooden Buildings.	Farm.	Freight.	Iron Roof.	Railroad Material.	Total.
1887—July	\$18 39	\$20 80	-----	-----	\$22 83	\$52 42	-----	\$64 60	-----	\$9,106 07
August	14 35	-----	\$1 20	-----	-----	99 87	\$45 10	59 13	-----	10,557 59
September	72 39	-----	193 27	-----	-----	345 36	-----	2 05	-----	8,160 22
October	-----	-----	-----	-----	-----	213 79	17 96	12 95	-----	10,300 75
November	42 50	-----	-----	-----	-----	490 41	13 20	31 14	-----	12,792 31
December	53 31	208 20	8 79	-----	3 20	427 00	-----	229 57	-----	13,755 23
1888—January	-----	849 43	209 49	-----	7 79	247 04	-----	-----	-----	11,579 82
February	-----	100 87	121 52	-----	1 05	167 55	-----	-----	-----	10,821 40
March	-----	56 67	34 94	-----	1 35	290 69	-----	-----	-----	9,633 73
April	-----	56 05	331 01	-----	34 95	213 50	4 41	-----	-----	9,086 74
May	-----	179 55	152 28	\$123 19	5 53	135 82	-----	-----	\$5 50	9,371 19
June	-----	11 62	236 04	-----	-----	195 71	-----	-----	89 40	10,719 31
Totals	\$200 94	\$1,483 19	\$1,288 54	\$123 19	\$75 70	\$2,880 19	\$80 67	\$399 44	\$94 90	\$125,864 36

TABLE No. 5.

Maintenance Expense of the State Prison at Folsom, California, during the Thirty-ninth Fiscal Year, ending June 30, 1888.

Total issues, supplies, etc. (see Table No. 4)		\$125,864 36
<i>Contra.</i>		
Earnings of Prison (see Table No. 3)	\$19,361 28	
Assets June 30, 1888 (see Table No. 6)	\$482,646 12	
Assets June 30, 1887 (as per annual report for the thirty-eighth fiscal year, Table No. 5)	467,842 90	
Increase of assets during thirty-ninth fiscal year	\$14,803 22	14,803 22
		34,164 50
Net maintaining expense of prison		\$91,699 86
Average number of prisoners	539 ⁶ / ₁₀	
Average cost per capita per day		\$0 46
Average cost per capita per month		14 16
Average cost per capita per year		169 94

TABLE No. 6.

<i>Assets.</i>		
Officers and guards' mess	\$514 28	
Prisoners' mess	1,550 90	
Hospital department	1,114 92	
Commissary department	3,059 65	
Captain Guards' department	11,912 73	
Turnkey's department	6,684 31	
Engineer's department	2,314 90	
Laundry department	842 90	
Stock department	4,539 35	
Warden's office	954 74	
Clerk's office	252 40	
Permanent furniture	4,230 34	
Prison improvement	409,513 51	
Wooden buildings	10,290 00	
Railroad materials	2,212 73	
Quarry	6,500 38	
Light	2,226 52	
Farm	3,800 00	
Real estate	15,000 00	
		\$487,674 56
Cash, balance on hand	\$1,492 25	
Due from sundry debtors	4,202 48	
State Treasury (prison earnings)	6,562 49	
Due from the United States	545 33	
		12,702 55
Total assets June 30, 1888		\$500,377 11
<i>Liabilities.</i>		
Unpaid bills for merchandise, etc., May and June	\$11,356 47	
Unpaid salaries officers and guards, May and June	6,374 52	
Total liabilities June 30, 1888		\$17,730 99
Excess of assets		\$482,646 12

TABLE No. 7.

	TRIAL BALANCE, JUNE 30, 1888.		PROFIT AND LOSS.		NEW TRIAL BALANCE, JULY 1, 1888.	
	Dr.	Cr.	Dr.	Cr.	Dr.	Cr.
Cash.....	\$1,492 25				\$1,492 25	
Prison wall.....	8,844 71		8,844 71			
Machinery.....	8,516 81		8,516 81			
Officers and guards' mess.....	7,633 04		7,633 04		514 28	
Prisoners' mess.....	25,353 53		25,353 53		1,550 90	
Salary account.....	39,389 47		39,389 47			
Stationery.....	107 60		107 60			
Fuel.....	3,689 82		3,689 82			
Light.....	3,050 50		3,050 50		2,226 52	
Permanent furniture.....	17,751 22		17,751 22		4,290 34	
Prison improvements.....	35,070 64		35,070 46		409,513 51	
Quarry.....	464 56		464 56		6,560 38	
State Treasury (general appropriation)		\$103,942 82		\$8,507 53		\$95,375 29
Commissary.....	2,594 13		2,594 13		3,059 65	
Warden's house.....	1,285 24		1,285 24			
Discharged prisoners.....	1,292 25		1,292 25			
Wooden buildings.....	18,655 42		18,655 42		10,290 00	
Farm.....		4 65		4 65	3,800 00	
Laundry.....	304 73		304 73		842 90	
Sundry officers and guards.....						
Freight.....		6,374 52		63 72		6,374 52
Hospital department.....		63 72		63 72		
Expense account.....	1,699 48		1,699 48		1,114 92	
Warden's office.....	10,803 57		10,803 57			
Iron roof buildings.....	182 33		182 33		864 74	
Real estate.....	23,177 36		23,177 36			
State Prison at Folsom.....	15,000 00		15,000 00		15,000 00	
Prison buildings.....		469,656 23		469,656 23		487,574 56
Telephone line.....	317,026 84		317,026 84			
State Treasury (prison earnings).....	880 96		880 96			
Prison wall appropriation.....	6,562 49				6,562 49	
Clerk's office.....		205 47		205 47		
Commissary expense.....	53 59		53 59		252 40	
Captain of Guards' department.....	84 44		84 44			
	14,006 76		14,006 76		11,912 73	

Turnkey's department.....	8,099 78	8,099 78	6,684 31	-----
Engineer's department.....	1,570 42	1,570 42	2,314 90	-----
Stock department.....	11,837 54	11,837 54	4,539 35	-----
General repairs.....	295 43	-----	-----	-----
United States Government.....	545 33	-----	545 33	-----
Interest.....	-----	7 85	-----	-----
Railroad material.....	94 90	94 90	2,212 73	-----
Profit and loss.....	-----	7 89	-----	-----
Sundry unpaid accounts.....	-----	-----	-----	11,356 47
Sundry accounts due.....	4,202 48	-----	4,202 48	-----
Balance charged to State Prison at Folsom.....	-----	100,303 73	100,303 73	-----
Totals.....	\$591,619 62	\$578,817 07	\$600,680 84	\$600,680 84

TABLE No. 8.

Financial Condition of the State Prison at Folsom, June 30, 1888.

Amount of appropriation for the thirty-ninth fiscal year.....		\$125,000 00
Amount of appropriation drawn to June 30, 1888.....	\$95,375 29	
Amount of unpaid supply bills for May and June.....	11,375 97	
Amount of salary payroll for May and June.....	6,822 46	
		113,573 72
Balance of appropriation, after paying all indebtedness, for thirty-ninth fiscal year.....		11,426 28
Amount in Folsom State Prison Fund, on June 30, 1888.....		6,562 49
Amount paid on May payroll prior to June 30, 1888.....		311 28
Amount paid on June payroll prior to June 30, 1888.....		116 66
Amount due from sundry debtors, June 30, 1888.....		4,787 31
Amount of cash on hand June 30, 1888.....		1,492 25
Total amount of available assets, in excess of liabilities, June 30, 1888.....		\$24,696 27

PHYSICIAN'S REPORT.

STATE PRISON AT FOLSOM,)
August 1, 1888.)

CHARLES AULL, *Warden*:

SIR: I take pleasure in presenting for your consideration my annual report ending June 30, 1888. The first six months of the fiscal year was under the charge of my predecessor, consequently my report is partially made from records left in the hospital, and shows that the health of the prisoners was good, only four deaths occurring in six months. When I took charge of the medical department on January 1, 1888, I found the hospital with only two patients; it has remained about the same. At the present time only one patient remains, who is an incurable, suffering from phthisis pulmonalis. Our daily sick call has been unusually small, often not a single man was excused from labor. During the early spring we had an epidemic of measles, twenty-one cases in all. They were of mild type, all running the usual course and terminating in health. During the entire year we have had seven deaths, all of which have been of diseases not susceptible of treatment.

There are some changes in the sewerage system that should be made at once. The entire system in the buildings should be replaced by iron-stone pipes, furnished with proper traps to prevent the release of sewer gas, otherwise the prison is in first class condition; the prisoners are supplied with an ample supply of well cooked and wholesome food; they are well clothed, and have good, clean sleeping apartments.

There are other minor things I might mention, but not of sufficient importance to embody in a report. I have to thank you and your efficient corps of officers for kind support furnished in assisting me in maintaining the excellent sanitary condition of the prison.

I am, very respectfully, your obedient servant,

THOS. B. EAGLE,
Physician.

	First Quarter.	Second Quarter.	Third Quarter.	Fourth Quarter.	Total.
Calls on physician	653	660	1,138	800	3,251
Daily average	7	8	13	9	-----
Men excused from labor	523	372	421	388	1,704
Daily average	6	4	5	4	-----
Patients admitted to hospital	6	3	8	29	46
Patients discharged from hospital	2	4	6	23	35
Patients remaining in hospital	-----	-----	-----	5	5
Patients died in hospital	3	1	-----	3	7

NAME.	Nativity.	Disease.	Date of Death.
Keefe*	Ireland	Bright's .....	..... July 8, 1887.
Dalton	Ireland	Phthisis .....	..... September 5, 1887.
Brown	California	Phthisis .....	..... September 16, 1887.
Page	American	Phthisis .....	..... December 30, 1887.
Robinson	Nova Scotia	Inflan'n of brain .....	..... April 7, 1888.
Daniels	California	Phthisis .....	..... April 8, 1888.
Buelna	Mexico	Pneumonia .....	..... April 16, 1888.

* Keefe was admitted to hospital in the last quarter of fiscal year ending June 30, 1887.

Patients Admitted to Hospital in Fiscal Year ending June 30, 1888.

NAME.	Disease.	Admitted.	Discharged.	Days in the Hospital.	Date of Death.
Page	Phthisis	June 9, 1887.	Oct. 25, 1887.	107	.....
Keefe	Bright's	June 28, 1887.	.....	10	July 8, 1887.
Smith	Gun shot wounds	July 15, 1887.	July 23, 1887.	8	.....
Dalton	Phthisis	July 27, 1887.	.....	38	Sept. 5, 1888.
Stepney	Debility	Aug. 13, 1887.	Sept. 13, 1887.	30	.....
Freil.	Diarrhœa	Sept. 6, 1887.	Nov. 21, 1887.	75	.....
Brown	Phthisis	Sept. 7, 1887.	.....	9	Sept. 16, 1887.
Whitfield	Bilious fever	Sept. 30, 1887.	Oct. 7, 1887.	8	.....
Reeves	Hemorrhoids	Nov. 30, 1887.	Dec. 1, 1887.	1	.....
Langan	Carbuncle	Dec. 6, 1887.	Mar. 31, 1888.	115	.....
Page	Phthisis	Dec. 19, 1887.	.....	11	Dec. 30, 1887.
Wilson	Phthisis	Jan. 9, 1888.	Mar. 24, 1888.	64	.....
Miller	Vertigo	Jan. 28, 1888.	Jan. 30, 1888.	2	.....
Hemmer	Abscess	Jan. 30, 1888.	June 15, 1888.	135	.....
Roberts	Peritonitis	Feb. 1, 1888.	Feb. 13, 1888.	13	.....
Foster	Fractured arm	Feb. 5, 1888.	Mar. 5, 1888.	30	.....
Daniels	Phthisis	Mar. 5, 1888.	Mar. 17, 1888.	12	.....
Bennett	Fractured foot	Mar. 9, 1888.	Mar. 28, 1888.	19	.....
Walters	Pneumonia	Mar. 24, 1888.	April 2, 1888.	9	.....
Daniels	Phthisis	April 2, 1888.	.....	6	April 8, 1888.
Robinson	Inflam'n of brain	April 3, 1888.	.....	6	April 9, 1888.
Calzado	Measles	April 10, 1888.	May 7, 1888.	26	.....
Ah Sing	Malaria	April 14, 1888.	April 16, 1888.	2	.....
Ah Joe	Malaria	April 14, 1888.	April 16, 1888.	2	.....
Ah Lang	Malaria	April 14, 1888.	April 16, 1888.	2	.....
Buelna	Pneumonia	April 16, 1888.	.....	3	April 19, 1888.
Ortego	Measles	April 20, 1888.	May 2, 1888.	12	.....
Schwartz	Coryza	April 30, 1888.	May 2, 1888.	3	.....
Franklin	Measles	May 5, 1888.	May 17, 1888.	12	.....
Duckworth	Gun shot wounds	May 9, 1888.	Sept. 3, 1888.	115	.....
Walters	Pneumonia	May 10, 1888.	Sept. 3, 1888.	114	.....
Maxwell	Measles	May 19, 1888.	June 15, 1888.	26	.....
Borondo	Measles	May 19, 1888.	May 31, 1888.	12	.....
Rose	Measles	May 19, 1888.	May 31, 1888.	12	.....
Coburuvia	Measles	May 19, 1888.	May 30, 1888.	11	.....
Taylor	Measles	May 19, 1888.	May 30, 1888.	11	.....
Duarte	Measles	May 24, 1888.	May 31, 1888.	7	.....
Wilson	Measles	May 30, 1888.	July 22, 1888.	52	.....
Reily	Measles	May 30, 1888.	June 6, 1888.	7	.....
Nolan	Measles	May 31, 1888.	June 11, 1888.	11	.....
Clemmens	Measles	May 31, 1888.	June 11, 1888.	11	.....
Chaty	Cephalalgia	May 31, 1888.	July 6, 1888.	37	.....
Beebe	Vertigo	June 1, 1888.	June 4, 1888.	4	.....
Smith	Measles	June 5, 1888.	June 12, 1888.	7	.....
Nash	Malaria	June 5, 1888.	June 9, 1888.	4	.....
Callanan	Punctured wound	June 18, 1888.	June 26, 1888.	8	.....
Dick (Indian)	Malaria	June 26, 1888.	June 28, 1888.	2	.....
Wright	Carbuncle	June 30, 1888.	.....	1	.....

Total number admitted to hospital, 46.

Keefe and Page admitted in last quarter of fiscal year ending June 30, 1887.

Calls on Physician.

DISEASE.	First Quarter.	Second Quarter.	Third Quarter.	Fourth Quarter.	Total.
Abscess			4	2	6
Asthma	7	3	21	6	37
Bilious	17	16	15	14	62
Boils	26	38	62	14	140
Bronchitis	15	10	18	12	55
Catarrh	3	5	13	21	42
Chillblains			35		35
Colic	22	24	37	38	121
Constipation	17	38	85	56	196
Cough	23	62	207	91	386
Diarrhœa	74	42	90	78	284
Dysentery	9	3	13	31	56
Earache	10	4	15		29
Eczema	6	12	15	19	52
Epilepsy			5	2	7
Erysipelas			4		4
Eyes, granulated	14	20	19	14	67
Eyes, rock in	5	7	5	8	25
Eyes, steel in	11	8	8	12	39
Felons	10	36	6		52
Gonorrhœa	5	4	8	2	19
Hæmoptysis	5	9	4	2	20
Hemorrhoids	9	7	15	8	39
Hernia	5	8	16	3	32
Indigestion	10	13	8	8	39
Insomnia			3		3
Jaundice	5	11			16
Lumbago	3	17	21	12	53
Lupus	10	10			20
Malaria	103	81	90	137	411
Neuralgia	22	18	19	14	73
Odontalgia	7	12	24	10	53
Otorrhœa	21	9	8	23	61
Palsy			4		4
Phthisis			4	40	44
Pyrosis			4		4
Paralysis	2	4			6
Rheumatism	22	41	59	34	156
Rhus tox	12	4	17	20	53
Scrofula	10	12	32	34	88
Seminal emissions	16	10	2	4	32
Sprains	17	10	13	20	60
Syphilis, secondary	10	5	21	15	51
Tonsilitis	6	14	13	20	53
Wounds, contused	21	36	30	18	105
Wounds, incised	13	9	21	18	61
Total					3,251

BIENNIAL REPORT

OF THE

BOARD OF STATE HARBOR COMMISSIONERS

FOR THE TWO FISCAL YEARS

Commencing July 1, 1886, and Ending June 30, 1888.



SACRAMENTO:

STATE OFFICE, : : : : J. D. YOUNG, SUPT. STATE PRINTING.
1888.



REPORT.

To Hon. R. W. WATERMAN, Governor of the State of California:

Pursuant to the provisions of Sections 332 and 2537 of the Political Code, the Board of State Harbor Commissioners having control of the waterfront of the City and County of San Francisco, submits this report of its transactions from the thirtieth day of June, 1886, to the first day of July, 1888, showing a full report of all moneys by it received and disbursed, and stating specifically the sources of such receipts and the purposes for which the disbursements were made, accompanied with a description of the improvements made and a statement of the condition of the property under its charge.

The details of the receipts and disbursements appear in the tabular statements annexed hereto—the following is a summary of them:

RECEIPTS.

From dockage.....	\$372,540 30
From tolls.....	413,988 44
From rents and special privileges (including all monthly charges).....	306,709 66
From sale of old material.....	5,750 49
From dredging.....	1,514 00
From Fishermen's Wharf.....	7,023 25
From miscellaneous (damages to property, etc.).....	517 33
Total receipts.....	\$1,108,043 47
Amount drawn from San Francisco Harbor Improvement Fund.....	381,378 61
Total.....	<u>\$1,489,422 08</u>

DISBURSEMENTS.

Salaries of Commissioners, Secretaries, Engineers, Draughtsman, Attorney, Wharfingers, Collectors, Watchmen, and Clerks in Secretary's office.....	\$204,743 50
Construction, including building of new wharves, sheds, sewers, and roadways, maintenance and repairs of outer half of waterfront streets, old wharves, buildings, roadways, and seawall.....	446,193 39
Wharf cleaning.....	30,025 30
Dredging.....	132,129 60
Seawall construction.....	42,991 73
Filling in and improving seawall lots.....	46,772 75
Fire account.....	10,529 12
Wharf offices and furniture.....	2,191 51
General expenses, including office rent, fuel, stationery, printing, legal expenses, lighting wharves, overpaid revenue returned, and other incidental expenses.....	33,473 60
Total disbursements.....	\$949,050 59
Amount remitted to State Treasurer.....	540,371 49
Total.....	<u>\$1,489,422 08</u>

From which summary it appears that there was received during the last two fiscal years the sum of \$1,108,043 47, and expended, \$949,050 59, showing an increase in the amount in the San Francisco Harbor Improvement Fund from \$44,562 49, the amount therein at the close of the last report, to \$203,555 37, a gain of \$158,992 88.

The following shows the condition of the San Francisco Harbor Improvement Fund:

Amount in fund July 1, 1886	\$44,562 49
Amount remitted to June 30, 1888	540,371 49
	<hr/> \$584,933 98
Amount drawn out to June 30, 1888	\$381,378 61
Amount in fund July 1, 1888	203,555 37
	<hr/> \$584,933 98

Construction account has been segregated under two heads:

First—Seawall, and the structures appertaining thereto, and the roadway connected therewith.

Second—All other contract work.

SEAWALL.

Section 6. This section had been completed at the date of the last report, and a balance of \$31,715 10 remained due thereon at that date. Since then this amount has been paid.

The completion of this section brought the seawall to the south side of Pacific Street.

While constructing this section a portion of Pacific-Street wharf was removed, the reconnecting of which cost \$850, the work being done by contract.

Section 7. On the twelfth day of May, 1887, the Board, in conjunction with the Governor of the State, the late Washington Bartlett, and the Mayor of the City and County of San Francisco, Honorable E. B. Pond, met to award a contract for the construction of Section 7 of the seawall.

Eight bids were received as follows:

NAME OF BIDDER.	Rock per Ton.	Earth per Cubic Yard.	Wharf.	Total.
Thos. Thomson	\$0 90	\$0 40	\$24,000 00	\$160,720 00
Henry H. Burrell	78½	49½	21,000 00	153,839 50
C. A. Warren	87	32	27,000 00	153,558 00
Kelso & Baldwin	83	34	27,500 00	151,018 00
San Francisco Bridge Co.	79	36	28,000 00	148,800 00
Pacific Bridge Co.	69	39	28,900 00	141,127 00
M. J. Kelly	75	30	24,000 00	134,970 00
J. S. Tibbals	68	33½	22,500 00	128,565 3½

The contract was thereupon awarded to J. S. Tibbals, he being the lowest bidder. He did not commence the work promptly, and failed to prosecute it as vigorously as he should, and so but little progress was made when his death occurred in February, 1888. The contract did not provide how much work should be done each month, the only limitation being that it should be completed within one year, but the Board in making payments for what work was done, retained twenty-five per cent of the estimated value of the material used and work performed.

Owing to the death of Mr. Tibbals work was stopped until May 19, 1888, when a sale of the contract was made by his estate to J. S. Antonelle and George D. Nagle, with the approval of the Superior Court.

Antonelle and Nagle undertook the completion of the contract, and at the date of this report but a small proportion of the whole work has been performed.

The construction of this section made necessary the removal of a portion of the Jackson and Washington Streets wharves and the construction of

temporary roadways. A contract was awarded for this work for the sum of \$2,500, no part of which has as yet been paid.

REPAIRS ON SECTIONS ONE AND TWO OF THE SEAWALL.

No contracts for repairs on the seawall have been let since the date of the last report. A contract was then being performed for refacing the slopes of Sections 1 and 2, and it was completed about February 1, 1887.

During the last two fiscal years there has been furnished and laid under this contract:

Large stone	2,491.63 tons.	\$2,117 86
Small stone	4,346.01 tons.	3,476 81
Making a total of	6,837.64 tons.	\$5,594 67

This amount added to the amount performed prior to July 1, 1886, shows that there were used 6,290.94 tons of large and 9,443.77 tons of small stone, a total of 15,734.71 tons, which, at contract prices, amounts to \$12,902 27. By a provision of the contract, twenty-five per cent of this amount, viz., \$3,225 54, was retained by the Board until the completion of the contract. During the progress of the work the contractor, David Finley, died, and his administrator completed the contract, and at its completion the above named amount, \$3,225 54, was claimed by the administrator of his estate and by W. H. Norton. Shortly after, in an action brought by Norton against the Board and the administrator, the Board was enjoined from drawing its warrant until the hearing of the cause. The action is still pending and the injunction still in force.

IMPROVING SEAWALL LOTS.

All the reclaimed seawall lots are now brought to grade, and the same are in proper condition to be utilized. The amount expended for this purpose, including sewerage, and otherwise improving these lots during the last two fiscal years, was \$46,772 75. These lots have been numbered from 1 to 16, inclusive, and embrace an area of 577,397 square feet, which is equal to thirty and one half fifty-vara lots.

What to do with these lots is a problem that has been given a great deal of serious consideration by the Board. These lots were formed by the change in the waterfront line. They are irregular in shape and of different dimensions, and are located between Powell and Pacific Streets.

The Board repeats what it said in its last report, viz.:

Under the existing laws these lots are set apart and dedicated to public uses as *open spaces*, to be used in connection with the seawall and for the same purposes, and it is made the duty of the Board to put them in condition for such use. It is difficult to maintain these lots as open spaces. Teams and people cross them in every direction, and they are made a dumping ground for the refuse matter of the city. The sand from those filled in is blown on to the seawall roadway, and this vast amount of valuable property thus becomes of no practical benefit to the people of the State. The Board sees no good reason why they should remain as *open spaces*. It believes that it should have the power to inclose them and to grant their use during the pleasure of the Board for the purpose of facilitating the commerce of the port.

PAVING SEAWALL ROADWAY.

A contract was let on the thirtieth of August, 1886, to pave with basalt blocks the roadway of Section 5. The roadway thus paved is 1,000 feet long and 40 feet wide. The contract price for said work was \$7,700.

A contract was let for paving the roadway of Section 6 with basalt blocks on August 22, 1887. This roadway is 789 feet long and 40 feet wide. The contract price for this work was \$7,589, but owing to the fact that a slight change was made in the plan, a less number of square feet was paved than was called for in the contract, and the contract price was thereby reduced to \$7,477.

REPIILING SEAWALL WHARF.

Experience shows that the wharves located at the northern part of the city suffer most from the ravages of the teredo. This necessitated the repiling of the wharf along Sections 1, 2, 3, and 4 of the seawall, and early in the present year a contract was let for that work. The contract price for furnishing, driving, and fastening these piles was \$12 87 per pile, and for furnishing, fitting, and fastening chocks, \$32 50 per M. feet. The estimate for this work is about 1,000 piles and about 20 M. feet of lumber, which, at contract prices, will amount to \$15,520.

CONSTRUCTION ACCOUNT.

This account embraces all contract work not relating directly to the seawall.

It is classed under two heads:

First—Work contracted for and completed since June 30, 1886.

Second—Work contracted for but not completed June 30, 1888.

First.

Fencing seawall lots Nos. 11, 12, and 14; 2,890 feet of fencing, 8 feet high.

Contract price.....	\$847 00
---------------------	----------

Two story building at foot of Clay Street, for Chief Wharfinger's office, 28 feet by 19 feet by 28½ feet high.

Contract price.....	\$1,369 00
Extras—casing flues.....	15 00
	<hr/>
	\$1,384 00

Tubular steam boiler for dredger No. 1, 16 feet long with a diameter of 52 inches.

Contract price.....	\$1,443 00
---------------------	------------

Driving piles in Folsom-Street pier No. 1.

Furnishing, driving, and fastening 59 piles, at contract price of \$20 61 per pile.....	\$1,215 99
Extras—splicing, bolting, putting in chocks, etc.....	69 65
	<hr/>
	\$1,285 64

Repairing Fishermen's wharf and breakwater.

Furnishing, driving, and fastening 80 piles, at contract price of \$17 16 per pile.....	\$1,372 80
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Addition to shed on Folsom-Street pier No. 1, 386 feet by 19 feet.

Contract price.....	\$1,600 00
---------------------	------------

Replanking a section of East Street, extending southerly from Market Street 1,560 feet, with an average width of 40 feet.

Furnishing, fitting, and fastening 418,728 feet (B. M.) planking and stringers, at the contract price of \$17 30 per M. feet.....	\$7,243 99
Extras—replacing chocks, etc.....	11 60
	<hr/>
	\$7,255 59

Paving a portion of East Street, between Pacific and Market Streets, with basalt blocks.

Furnishing 1,680.44 tons rock for facing wall, at contract price of 95 cents per ton.....	\$1,596 42
2,511.66 cubic yards filling, at contract price of 29 cents.....	728 38
1,921.20 feet wooden curbing, at contract price of 30 cents.....	576 36
32,458.05 square feet paving, at contract price of 16 $\frac{3}{4}$ cents.....	5,436 72
	<hr/>
	\$8,337 88

Removing a shed, 140 feet by 40 feet, from Section 4, seawall, to Vallejo-Street pier; repairing the same, and constructing a new freight shed, 500 feet by 45 feet, on Section 4, seawall.

Contract price.....	\$5,960 00
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Driving piles under Bryant-Street wharf, and around the Merchants' dry dock.

Furnishing, driving, and fastening 180 piles, at contract price of \$10 25 per pile.....	\$1,845 00
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Renewing the spring line of ferry slip No. 7.

Contract price.....	\$8,987 00
Extras—joining old with new work.....	137 51
	<hr/>
	\$9,124 51

Repiling Mission-Street pier No. 1.

Furnishing, driving, and fastening 297 piles, at contract price of \$21 per pile.....	\$6,237 00
Fitting and fastening 3,000 feet (B. M.) chocks, at contract price of \$17 per M. feet.....	51 00
	<hr/>
	\$6,288 00

Shed on Mission-Street pier No. 1, 540 feet by 70 feet.

Contract price.....	\$8,500 00
Extras—trap door in roof.....	10 00
	<hr/>
	\$8,510 00

Repiling Spear-Street wharf.

Furnishing, driving, and fastening 927 piles, at contract price of \$33 per pile.....	\$30,591 00
Fitting and fastening 16,488 feet (B. M.) lumber, at contract price of \$18 per M. feet.....	296 78
	<hr/>
	\$30,887 78

Repiling Folsom-Street pier No. 1.

Furnishing, driving, and fastening 286 piles, at contract price of \$37 per pile.....	\$10,582 00
Fitting and fastening 7,000 feet (B. M.) chocks and stringers, at contract price of \$18 per M. feet.....	126 00
Extras—furnishing, driving, and fastening 50 piles, at \$25 per pile...	1,250 00
	<hr/>
	\$11,958 00

Repiling Main-Street pier and part of Brannan-Street wharf.

Furnishing, driving, and fastening 561 piles, at contract price of \$20 85 per pile.....	\$11,696 85
Furnishing, fitting, and fastening 23,853 feet (B. M.) chocks, etc., at contract price of \$41 50 per M. feet.....	989 90
Extras—fitting and fastening 16,994 feet (B. M.) lumber, at \$17 per M. feet.....	288 90
Removing and replacing lumber.....	236 34
	<hr/> \$13,211 99

Rebuilding north side of Vallejo-Street pier.

Furnishing, driving, and fastening 238 piles, at contract price of \$24 87 per pile.....	\$5,919 06
Furnishing, fitting, and fastening 34,584 feet (B. M.) lumber, at contract price of \$33 20 per M. feet.....	1,148 19
Extras—bolting together 29 piles, at \$1 25.....	36 25
	<hr/> \$7,103 50

Freight shed on Section 4 of the seawall, 180 feet by 45 feet.

Contract price.....	\$2,390 00
---------------------	------------

Repiling Beale-Street pier.

Furnishing, driving, and fastening 453 piles, at contract price of \$17 85 per pile.....	\$8,621 55
Furnishing, fitting, and fastening 11,522 feet (B. M.) lumber, at contract price of \$32 50 per M. feet.....	374 47
Extras—furnishing, fitting, and fastening 322 feet (B. M.) lumber, at \$27 50 per M. feet.....	9 13
Removing and replacing old lumber, etc.....	204 92
	<hr/> \$9,210 07

Repiling Jackson-Street pier.

Furnishing, driving, and fastening 354 piles, at contract price of \$21 per pile.....	\$7,434 00
Furnishing, fitting, and fastening 30,744 feet (B. M.) lumber, at contract price of \$35 per M. feet.....	1,076 04
	<hr/> \$8,510 04

Second.

Pier to project from Steuart Street at foot of Harrison Street. Average length, 548½ feet, with a width of 80 feet.

Contract price.....	\$32,833 00
Amount paid on account.....	19,699 80

Pier and shed thereon near the foot of Lombard Street. Size of pier, 545 feet by 100 feet; size of shed, 520 feet by 90 feet.

This contract fixed the location of said pier near the foot of Greenwich Street, but owing to greater convenience in docking vessels at Lombard Street, the Board changed the location of the pier to that point. This caused the erection of a longer pier, to conform to the system heretofore adopted, and necessitated the use of longer piles. The result will be an additional cost, estimated to be about \$2,000, which added to the contract price of \$36,750, will amount to \$38,750.

There has been paid on account \$25,193 25.

Repiling Washington-Street pier. Contract prices: For furnishing, driving, and fastening piles, \$21 25 per pile; for furnishing, fitting, and fastening lumber, \$37 50 per M. feet (B. M.). It is estimated that in this work there will be used about 332 piles and 19 M. feet lumber, which, at the contract prices, will amount to \$7,767 50.

Repiling Berry-Street pier. Contract prices: For furnishing, driving, and fastening piles, \$13 45 per pile; for furnishing, fitting, and fastening chocks, \$34 25 per M. feet (B. M.). It is estimated that about 280 piles and 1,000 feet lumber will be needed under this contract, at a cost of \$3,800 25.

DREDGING.

For the details of the work done and the expenditures made in this important branch, we refer to the tabulated statement.

During the fiscal year ending June 30, 1887, the total expenditures of this department were large, amounting to \$78,046 99. This was owing to extensive repairs on the plant, especially the tug "Gov. Irwin." She had been in continuous service, both day and night, for eight years—towing during the day, and in service as the fire boat during the night. The result was that her hull, boiler, and machinery, generally, had to be thoroughly overhauled. This was done at an expense of about \$15,000. The time lost while the plant was undergoing repairs was so great that the cubic yards dredged was less than in the year preceding.

During the fiscal year ending June 30, 1888, the expenses of this department were \$54,082 20, which is about the average amount.

The increasing commerce of the port, and the constant and crowded occupancy of the slips by large ships, make this branch more important each year. The plant is worked to its greatest capacity, and the result is that the expense of keeping it in proper repair is large, and much time is lost while it is undergoing repair.

The plant consists of two tugs—the "Gov. Irwin" and the "Anasha"—two dredgers, four scows, two water tanks, etc.

In the near future it will be necessary to replace and add to much of the present plant.

PILE DRIVING.

The Board now owns two pile drivers (one scow and one top driver), which have been operated to their full capacity since their construction.

OUTSTANDING LEASES.

The only unexpired lease of waterfront property is that of the Pacific Mail Steamship Company, which yields a monthly rental of \$1,250, and which will expire January 6, 1891.

INCREASE OF BUSINESS.

Notwithstanding the great reduction in rates of tolls and dockage made by this Board July 1, 1885, there has been a marked increase in the revenue of the Board over the two fiscal years immediately preceding; dockage and tolls showing an increase of \$80,353 90, and the amount derived from rents and special privileges being in excess \$47,703 06; the amount, however, received from other miscellaneous sources was less by \$4,566 63, leaving a net increase of \$123,490 33.

WATERFRONT STREETS.

A great deal of complaint has been made about the condition of the waterfront streets, and it has not been without cause. These streets are 150 feet wide, and under the law the duty of maintaining the outer half is

upon this Board, and the duty of maintaining the inner half upon the City and County of San Francisco and the owners of the property abutting thereon.

The travel has been almost wholly upon that portion within the Board's jurisdiction, for the reason that the inner half has been out of repair and absolutely unfit for use as a thoroughfare. This diversion of the travel has greatly added to the cost of maintaining the outer half. The Board repeats what it has said in its former reports, that that portion within the Board's jurisdiction has been kept and is in good condition.

CREOSOTE WORKS.

The Board has given much attention to the various methods for the preservation of piles and timber from the ravages of the teredo and limoria. The engineer of the Board is emphatic in his opinion that thorough creosoting is the best remedy that has so far been used for this purpose, and reports that this has been demonstrated both in Europe and this country.

IMPROVEMENTS AT FERRY LANDING.

The time has come when the necessities of the traveling public demand better facilities for passing in and out of the City of San Francisco at the foot of Market Street. The buildings now in use are without systematic arrangement, having been built in part by the State and in part by the railroad companies, from time to time as the traffic demanded, and are totally inadequate for the accommodation of the public.

The public require that there should be erected at this point a commodious building of iron, wood, and glass, and arranged for the rapid and convenient handling of passengers, baggage, mail, express, and freight. It should be so constructed as to allow passengers to pass from the upper decks of the ferries, through the second story, and by a bridge over the crowded and dangerous portion of East Street.

Provision could be made for the offices of this Board and other State officers located in the City and County of San Francisco.

RECOMMENDATIONS.

First—That the Act relating to the reclaimed seawall lots be amended so that they will not be maintained as *open spaces*, and that power be given the Board to assign their use for commercial purposes during the pleasure of the Board.

Second—That a system of collecting the revenue directly from the owner, master, agent, or consignee of vessels and cars be established. These persons could readily deliver a statement showing the merchandise discharged from or received by any vessel or car, and the wharfage could be based upon this statement. By this system tolls could be entirely abolished, and an immense saving in the expense of the collection of the revenue of the waterfront effected.

The Board in this but urges the same recommendation as was made in its last report, as well as in those of former years.

Respectfully submitted.

WM. D. ENGLISH,
A. C. PAULSELL,
JOHN H. WISE,
State Harbor Commissioners.

RECEIPTS AND DISBURSEMENTS FOR THE TWO FISCAL YEARS ENDING
JUNE 30, 1888.

RECEIPTS.	1886-7.	1887-8.	Total.
Section 1, seawall wharf.....	\$9,111 83	\$9,728 38	\$18,840 21
Section 2, seawall wharf.....	8,942 14	9,037 08	17,979 22
Section 3, seawall wharf.....	6,750 75	9,989 40	16,740 15
Section 4, seawall wharf.....	12,078 10	13,198 11	25,276 21
Fishermen's wharf.....	3,648 45	3,374 80	7,023 25
Union-Street wharf.....	10,421 05	13,104 50	23,525 55
Green-Street wharf.....	11,259 60	15,481 65	26,741 25
Vallejo-Street wharf.....	9,401 95	8,609 79	18,011 74
Broadway wharves Nos. 1 and 2.....	24,918 15	30,445 60	55,363 75
Pacific-Street wharf.....	22,940 40	22,329 90	45,270 30
Jackson-Street wharf.....	18,908 40	19,983 00	38,892 00
Washington-Street wharf.....	18,361 20	19,284 55	37,645 75
Ferries (slips 1 to 8, inclusive).....	84,379 25	90,232 30	174,611 55
Mission-Street wharf.....	17,120 30	12,550 55	29,670 85
Mission-Street wharf No. 2.....	17,277 15	16,361 55	33,638 70
Howard-Street wharf.....	13,762 85	15,321 65	29,084 50
Howard-Street wharf No. 2.....	12,502 65	14,376 10	26,878 75
Howard-Street wharf No. 3.....	11,947 30	11,975 25	23,922 55
Folsom-Street wharves Nos. 1 and 2.....	24,547 90	27,137 68	51,685 58
Harrison and Spear-Streets wharves.....	27,501 60	28,080 35	55,581 95
Main-Street wharf.....	13,426 55	21,361 20	34,787 75
Beale-Street wharf.....	27,161 05	33,076 73	60,237 78
Third and Berry-Streets wharves.....	18,511 04	25,350 55	43,861 59
Channel-Street wharf.....	4,003 70	4,695 95	8,699 65
Center-Street wharf.....	3,675 00	3,000 00	6,675 00
Merchants Dry Dock.....	5,187 50	6,000 00	11,187 50
Pacific Mail Steamship Company.....	15,000 00	15,000 00	30,000 00
Southern Pacific Company (rent).....	19,200 00	19,200 00	38,400 00
Southern Pacific Company (tolls).....	43,703 92	47,611 85	91,315 77
United States Barge Office.....	240 00	240 00	480 00
Space for scales.....	1,256 00	1,200 00	2,516 00
Space for lumber.....	2,973 00	956 00	3,929 00
Seawall property account.....	4,505 00	7,270 00	11,775 00
Pacific Mail Steamship Company (tolls).....	-----	12 80	12 80
Dredger No. 1 (received for dredging).....	468 00	486 00	954 00
Dredger No. 1 (sale of old material).....	365 30	3 75	369 05
Dredger No. 2 (received for dredging).....	-----	560 00	560 00
Dredger No. 2 (sale of old material).....	-----	25 10	25 10
Dredger No. 2 (received for damages to bucket).....	69 23	-----	69 23
Tug "Anasha" (sale of old material).....	4 75	16 33	21 08
Tug "Gov. Irwin" (sale of old material).....	212 30	-----	212 30
Urgent repairs (received from vessels—damages to wharves).....	-----	438 10	438 10
Urgent repairs (sale of old material).....	2,107 30	2,438 76	4,546 06
Expense account (sale of old horse).....	-----	70 00	70 00
Pile driving (sale of old material).....	37 00	466 60	503 60
Construction account (sale of old material).....	3 30	-----	3 30
Legal expenses (costs recovered).....	-----	10 00	10 00
	\$527,890 96	\$580,152 51	\$1,108,043 47
San Francisco Harbor Improvement Fund—amount drawn.....	136,926 50	244,452 11	381,378 61
	\$664,817 46	\$824,604 62	\$1,489,422 08

RECEIPTS AND DISBURSEMENTS—Continued.

DISBURSEMENTS.	1886-7.	1887-8.	Total.
Salaries of Commissioners and Secretaries	\$13,170 95	\$13,896 80	\$27,067 75
Salaries of Wharfingers, Collectors, and Watchmen	71,062 10	74,788 65	145,850 75
Salary of Attorney	2,400 00	2,400 00	4,800 00
Salaries of Chief Engineer, Assistant, and Draughts- man	6,600 00	6,600 00	13,200 00
Salaries of Chief Wharfinger and Assistant	4,800 00	4,800 00	9,600 00
Expense account (rent, printing, stationery, clerks in Secretary's office, keeping horses, lighting wharves, sprinkling roadways, etc.)	15,526 60	16,933 85	32,460 45
Urgent repairs	30,511 29	31,442 47	72,296 62
Repairs, including lumber (by contract)	41,785 33	117,637 99	149,080 46
Pile driving	37,987 96	67,486 74	105,474 70
Construction account	51,932 29	67,409 32	119,341 61
Dredger No. 1	27,237 32	13,199 62	40,436 94
Dredger No. 2	17,157 69	18,200 03	35,357 72
Tug "Anasha"	10,206 61	10,788 46	20,995 07
Tug "Gov. Irwin"	23,445 37	11,894 59	35,339 96
Fire account	5,727 95	4,801 17	10,529 12
Cleaning wharves	14,059 85	15,965 45	30,025 30
Seawall account	33,353 88	9,637 85	42,991 73
Wharf offices and furniture	1,655 28	536 23	2,191 51
Harbormaster's expense account (notices to remove vessels in the stream)	105 00	27 50	132 50
Legal expenses (costs of Court, reporter's fees, tran- scribing testimony, etc.)	11 25	261 00	272 25
Seawall property account	20,049 62	26,723 13	46,772 75
Overpaid dockage returned	510 20	926 00	1,436 20
Overpaid tolls returned	285 25	1,484 47	1,769 72
Overpaid wharfage returned		504 38	504 38
Overpaid rent returned	15 00	31 25	46 25
Moving vessels and goods	33 00	33 50	66 50
Fishermen's wharf (gas, water, cleaning market, etc.)		340 20	340 20
Ticket redemption	5 70		5 70
Profit and loss (salvage on scow)		300 00	300 00
Profit and loss (damages to vessels)	15 00	349 45	364 45
San Francisco Harbor Improvement Fund—amount remitted	\$419,307 63	\$529,742 96	\$949,050 59
	245,509 83	294,861 66	540,371 49
	\$664,817 46	\$824,604 62	\$1,489,422 08

STATEMENT OF THE SAN FRANCISCO HARBOR IMPROVEMENT FUND, FOR
THE TWO FISCAL YEARS ENDING JUNE 30, 1888.

1886.		Dr.		
Aug. 5	To amount remitted by Commissioners for July	-----	\$20,888 58	
Sept. 4	To amount remitted by Commissioners for August	-----	18,956 71	
Oct. 5	To amount remitted by Commissioners for September	-----	24,652 42	
Nov. 5	To amount remitted by Commissioners for October	-----	22,554 03	
Dec. 4	To amount remitted by Commissioners for November	-----	22,538 07	
1887.				
Jan. 5	To amount remitted by Commissioners for December	-----	28,554 69	
Feb. 3	To amount remitted by Commissioners for January	-----	20,702 48	
March 5	To amount remitted by Commissioners for February	-----	3,931 20	
April 4	To amount remitted by Commissioners for March	-----	27,538 57	
May 4	To amount remitted by Commissioners for April	-----	23,570 19	
June 4	To amount remitted by Commissioners for May	-----	22,635 25	
June 18	To amount remitted by Commissioners for June	-----	\$8,000 00	
July 2	To amount remitted by Commissioners for June	-----	987 64	
			8,987 64	
July 16	To amount remitted by Commissioners for July	-----	\$10,000 00	
Aug. 4	To amount remitted by Commissioners for July	-----	4,087 73	
			14,087 73	
Aug. 16	To amount remitted by Commissioners for August	-----	\$10,000 00	
Aug. 18	To amount remitted by Commissioners for August	-----	8,000 00	
Sept. 3	To amount remitted by Commissioners for August	-----	4,480 88	
			22,480 88	
Sept. 20	To amount remitted by Commissioners for September	-----	\$9,000 00	
Oct. 3	To amount remitted by Commissioners for September	-----	5,102 39	
			14,102 39	
Oct. 14	To amount remitted by Commissioners for October	-----	\$6,000 00	
Oct. 18	To amount remitted by Commissioners for October	-----	6,000 00	
Oct. 28	To amount remitted by Commissioners for October	-----	5,000 00	
Nov. 4	To amount remitted by Commissioners for October	-----	7,692 42	
			24,692 42	
Nov. 15	To amount remitted by Commissioners for November	-----	\$10,000 00	
Nov. 18	To amount remitted by Commissioners for November	-----	7,000 00	
Nov. 30	To amount remitted by Commissioners for November	-----	12,000 00	
Dec. 3	To amount remitted by Commissioners for November	-----	740 71	
			29,740 71	
Dec. 20	To amount remitted by Commissioners for December	-----	\$12,000 00	
Dec. 24	To amount remitted by Commissioners for December	-----	3,000 00	
1888.				
Jan. 4	To amount remitted by Commissioners for December	-----	9,000 00	
Jan. 5	To amount remitted by Commissioners for December	-----	4,873 38	
			28,873 38	
Jan. 10	To amount remitted by Commissioners for January	-----	\$4,200 00	
Jan. 18	To amount remitted by Commissioners for January	-----	5,000 00	
Feb. 2	To amount remitted by Commissioners for January	-----	14,000 00	
Feb. 3	To amount remitted by Commissioners for January	-----	971 29	
			24,171 29	
Feb. 14	To amount remitted by Commissioners for February	-----	\$8,000 00	
Feb. 17	To amount remitted by Commissioners for February	-----	5,000 00	
Feb. 29	To amount remitted by Commissioners for February	-----	10,000 00	
Feb. 29	To amount remitted by Commissioners for February	-----	6,000 00	
Mar. 5	To amount remitted by Commissioners for February	-----	133 46	
			29,133 46	
Mar. 17	To amount remitted by Commissioners for March	-----	\$5,500 00	
Mar. 31	To amount remitted by Commissioners for March	-----	11,000 00	
April 5	To amount remitted by Commissioners for March	-----	8,293 10	
			24,793 10	
April 12	To amount remitted by Commissioners for April	-----	\$5,000 00	
April 18	To amount remitted by Commissioners for April	-----	6,000 00	
April 25	To amount remitted by Commissioners for April	-----	5,000 00	
April 30	To amount remitted by Commissioners for April	-----	7,000 00	
May 4	To amount remitted by Commissioners for April	-----	1,021 78	
			24,021 78	
May 12	To amount remitted by Commissioners for May	-----	\$7,000 00	
May 22	To amount remitted by Commissioners for May	-----	7,000 00	
June 5	To amount remitted by Commissioners for May	-----	15,735 13	
			29,735 13	
		Amount carried forward	-----	\$511,342 10

STATEMENT OF THE SAN FRANCISCO HARBOR IMPROVEMENT FUND—Continued.

		Amount brought forward		\$511,342 10
June 5.	To amount remitted by Commissioners for June		\$8,000 00	
July 3.	To amount remitted by Commissioners for June		21,029 39	
				29,029 39
		Total amount remitted		\$540,371 49
		Balance in San Francisco Harbor Improvement Fund, July 1, 1886		44,562 49
				\$584,933 98

C.

Date.	Order.	No.	On Account of.	Amount.
1886.				
July 10.	S. F. Bridge Co.	38	Constructing seawall	\$22,000 00
July 10.	S. F. Bridge Co.	39	Constructing seawall	9,715 10
July 10.	B. McMahon	40	Connecting Pacific-Street wharf with Section 6, seawall	850 00
July 10.	Ira Bishop	41	Purchase of pile driver and outfit	2,000 00
July 10.	David Finley	42	Repairing slope of Secs. 1 and 2, seawall	390 98
July 10.	David Finley	43	Filling seawall lots	496 05
July 10.	David Finley	44	Grading and macadamizing lot corner of Pacific and East Streets	135 68
July 15.	J. W. McDonald	45	Sewers in Davis and Pacific Streets	916 52
July 20.	H. C. Patridge and N. De Greayer	46	Sewer in Davis and Vallejo Streets	923 90
Aug. 5.	David Finley	47	Repairing slope of Secs. 1 and 2, seawall	508 64
Aug. 5.	David Finley	48	Filling seawall lots	494 55
Aug. 24.	Renton, Holmes & Co.	49	Furnishing lumber	1,928 48
Aug. 24.	S. F. Bridge Co.	50	Furnishing lumber	202 91
Sept. 30.	David Finley	51	Filling seawall lots	409 50
Sept. 30.	David Finley	52	Repairing slopes of Secs. 1 and 2, sea- wall	682 09
Sept. 30.	Thos. Thomson	53	Furnishing piles	1,169 42
Sept. 30.	Renton, Holmes & Co.	54	Furnishing lumber	5,807 75
Oct. 5.	David Finley	55	Driving piles at Fishermen's wharf	1,372 80
Oct. 5.	David Finley	56	Filling seawall lots	246 15
Oct. 5.	David Finley	57	Repairing slope of Secs. 1 and 2, seawall	858 34
Oct. 12.	Renton, Holmes & Co.	58	Furnishing lumber	2,461 46
Oct. 12.	W. Woods	59	Rebuilding apron of ferry slip No. 8	228 75
Oct. 28.	C. L. Crisman	60	Two-story building, foot of Clay Street	1,384 00
Oct. 28.	Thos. Thomson	61	Furnishing piles	397 32
Oct. 28.	David Finley	62	Repling Folsom-Street pier No. 1	1,285 64
Nov. 4.	J. W. McDonald	63	Paving seawall roadway	2,268 00
Nov. 4.	David Finley	64	Repairing slope of Secs. 1 and 2, seawall	914 30
Nov. 4.	David Finley	65	Filling seawall lots	214 95
Nov. 11.	C. L. Crisman	66	Fencing seawall lots	847 00
Nov. 11.	Renton, Holmes & Co.	67	Furnishing lumber	3,163 28
Nov. 16.	Pope & Talbot	68	Furnishing piles	475 51
Nov. 30.	B. McMahon	69	Addition to shed on Folsom-Street pier No. 1	1,600 00
Nov. 30.	J. W. McDonald	70	Paving seawall roadway	5,432 00
Nov. 30.	P. F. Dundon	71	Boiler for dredger No. 1	1,443 00
Dec. 2.	W. C. Whitehead	72	Repairing slopes of Secs. 1 and 2, sea- wall	525 80
Dec. 2.	W. C. Whitehead	73	Filling seawall lots	196 50
Dec. 9.	S. F. Bridge Co.	74	Paving East Street	1,311 52
Dec. 14.	Renton, Holmes & Co.	75	Lumber furnished	1,735 67
Dec. 14.	Pope & Talbot	76	Piles furnished	464 23
Dec. 16.	J. W. McDonald	77	Paving Sansome Street	2,590 60
1887.				
Jan. 4.	W. C. Whitehead	78	Repairing slope of Secs. 1 and 2, seawall	210 13
Jan. 4.	W. C. Whitehead	79	Filling seawall lots	176 70
Jan. 11.	W. C. Whitehead	80	Driving piles at Merchants Dry Dock	523 39
Jan. 11.	W. C. Whitehead	81	Driving piles at Merchants Dry Dock	540 00
Amount carried forward				\$81,388 64

STATEMENT OF THE SAN FRANCISCO HARBOR IMPROVEMENT FUND—Continued.

Date.	Order.	No.	On Account of.	Amount.
Jan. 11.	B. McMahon	82	Amount brought forward.....	\$81,388 64
			Driving piles under Bryant-Street wharf and around Merchants Dry Dock.....	1,845 00
Jan. 11.	Pope & Talbot	83	Furnishing piles.....	1,000 47
Jan. 20.	S. F. Bridge Co.	84	Paving East Street.....	7,026 36
Feb. 3.	W. C. Whitehead	85	Filling seawall lots.....	334 80
Feb. 3.	W. C. Whitehead	86	Repairing slope of Secs. 1 and 2, seawall.....	105 73
Feb. 3.	B. McMahon	87	Moving shed from Sec. 4, seawall, repairing same, and constructing freight shed.....	3,576 00
Feb. 24.	J. W. McDonald	88	Replanking East Street.....	7,255 59
Mar. 3.	C. A. Warren	89	Filling seawall lots.....	390 30
Mar. 3.	W. H. Norton	90	Filling seawall lots.....	141 90
Mar. 15.	Pope & Talbot	91	Furnishing piles.....	1,059 80
Mar. 24.	S. F. Bridge Co.	92	Furnishing lumber.....	1,334 84
Mar. 31.	J. W. McDonald	93	Paving Pacific and Davis Streets.....	2,678 60
April 5.	W. H. Norton	94	Filling seawall lots.....	688 35
April 5.	C. A. Warren	95	Filling seawall lots.....	905 89
April 21.	Thos. Thomson	96	Driving piles.....	615 00
April 26.	B. McMahon	97	Moving shed from Sec. 4, seawall, repairing same, and constructing freight shed.....	2,384 00
April 26.	S. F. Bridge Co.	98	Furnishing lumber.....	1,058 48
May 5.	John Kelso	99	Filling seawall lots.....	140 40
May 5.	W. H. Norton	100	Filling seawall lots.....	1,383 75
May 5.	C. A. Warren	101	Filling seawall lots.....	1,278 45
May 5.	S. F. Bridge Co.	102	Renewing spring line of ferry slip No. 7.....	2,359 00
June 2.	Owen McCue	103	Filling seawall lots.....	33 30
June 2.	C. A. Warren	104	Filling seawall lots.....	1,034 70
June 2.	W. H. Norton	105	Filling seawall lots.....	2,553 60
June 2.	John Kelso	106	Filling seawall lots.....	249 60
June 2.	L. B. Sibley	107	Filling seawall lots.....	489 60
June 2.	S. F. Bridge Co.	108	Furnishing lumber.....	3,445 75
June 7.	J. F. Eaton	109	Filling seawall lots.....	143 33
June 9.	S. F. Bridge Co.	110	Renewing spring line of ferry slip No. 7.....	3,370 12
June 9.	Renton, Holmes & Co.	111	Furnishing lumber.....	564 74
June 23.	S. F. Bridge Co.	112	Furnishing lumber.....	2,585 02
June 28.	S. F. Bridge Co.	113	Renewing spring line of ferry slip No. 7.....	3,395 30
July 26.	Bibb & McMullen	114	Filling seawall lots.....	70 20
July 26.	W. H. Norton	115	Filling seawall lots.....	2,022 60
July 26.	L. B. Sibley	116	Filling seawall lots.....	92 10
July 26.	J. F. Eaton	117	Filling seawall lots.....	171 00
July 26.	C. A. Warren	118	Filling seawall lots.....	496 50
July 26.	S. F. Bridge Co.	119	Furnishing lumber.....	2,675 11
July 26.	H. C. Patridge	120	Paving Davis and Vallejo Streets.....	4,804 27
Aug. 2.	R. Smith	121	Filling seawall lots.....	250 80
Aug. 2.	C. D. Vincent	122	Filling seawall lots.....	412 80
Aug. 2.	W. H. Norton	123	Filling seawall lots.....	1,399 20
Aug. 2.	J. S. Tibbals	124	Filling seawall lots.....	1,116 00
Aug. 9.	B. McMahon & Co.	125	Repairing Bryant and Spear-Street wharves.....	710 00
Aug. 25.	S. F. Bridge Co.	126	Furnishing lumber.....	2,528 98
Sept. 1.	J. S. Tibbals	127	Constructing seawall.....	1,208 23
Sept. 1.	J. S. Tibbals	128	Filling seawall lots.....	1,728 30
Sept. 1.	C. D. Vincent	129	Filling seawall lots.....	450 60
Sept. 1.	W. H. Norton	130	Filling seawall lots.....	1,814 25
Sept. 27.	J. C. Smith	131	Furnishing lumber.....	2,167 86
Sept. 27.	Amos A. Irons	132	Furnishing piles.....	836 38
Sept. 27.	S. F. Bridge Co.	133	Furnishing lumber.....	1,024 10
Oct. 4.	W. H. Norton	134	Filling seawall lots.....	1,249 80
Oct. 4.	J. S. Tibbals	135	Constructing seawall.....	2,056 78
Oct. 4.	H. C. Patridge	136	Paving, etc., Davis and Broadway Sts.....	1,003 35
Oct. 4.	C. A. Warren	137	Filling material on East Street.....	217 80
Oct. 4.	J. S. Tibbals	138	Filling seawall lots.....	2,925 45
Oct. 25.	American B. & B. Co.	139	Repairing Vallejo-Street wharf.....	1,080 00
Oct. 25.	S. F. Bridge Co.	140	Furnishing lumber.....	1,442 01
			Amount carried forward.....	\$172,870 77

STATEMENT OF THE SAN FRANCISCO HARBOR IMPROVEMENT FUND—Continued.

Date.	Order.	No.	On Account of.	Amount.
			Amount brought forward.....	\$172,870 77
Oct. 25	Amos A. Irons.....	141	Furnishing piles.....	1,757 81
Oct. 25	J. C. Smith.....	142	Furnishing lumber.....	4,103 89
Nov. 3	J. W. McDonald.....	143	Paving seawall roadway.....	5,122 58
Nov. 3	S. F. Bridge Co.....	144	Repiling Mission-Street pier.....	6,288 00
Nov. 3	J. S. Tibbals.....	145	Constructing seawall.....	1,640 06
Nov. 3	J. S. Tibbals.....	146	Filling seawall lots.....	2,276 55
Nov. 10	W. H. Norton.....	147	Filling seawall lots.....	351 15
Nov. 23	J. W. McDonald.....	148	Paving seawall roadway.....	2,354 42
Nov. 25	S. F. Bridge Co.....	149	Furnishing lumber.....	279 86
Nov. 25	N. Bichard.....	150	Furnishing piles.....	2,764 98
Nov. 25	J. C. Smith.....	151	Furnishing lumber.....	2,278 33
Dec. 2	C. A. Warren.....	152	Filling seawall lots.....	213 75
Dec. 2	J. S. Tibbals.....	153	Filling seawall lots.....	221 85
Dec. 2	J. S. Tibbals.....	154	Constructing seawall.....	1,250 42
Dec. 2	J. S. Tibbals.....	155	Broken rock on roadbed of seawall.....	246 67
Dec. 13	American B. & B. Co.....	156	Rebuilding north side of Vallejo-St. pier.....	7,103 50
Dec. 24	Amos A. Irons.....	157	Furnishing piles.....	119 73
Dec. 27	N. Bichard.....	158	Furnishing piles.....	3,249 45
Dec. 29	J. C. Smith.....	159	Furnishing lumber.....	3,012 35
1888.				
Jan. 4	J. S. Tibbals.....	160	Constructing seawall.....	400 77
Jan. 4	C. A. Warren.....	161	Filling seawall lots.....	439 50
Jan. 4	J. F. Eaton.....	162	Filling seawall lots.....	173 40
Jan. 24	J. C. Smith.....	163	Furnishing lumber.....	3,658 74
Jan. 24	N. Bichard.....	164	Furnishing piles.....	2,312 59
Jan. 24	American B. & B. Co.....	165	Repiling Spear-Street wharf.....	15,345 00
Jan. 26	B. McMahon & Son.....	166	Repiling Main-Street pier and part of Brannan-Street wharf.....	13,211 99
Feb. 2	J. S. Tibbals.....	167	Constructing seawall.....	362 02
Feb. 2	J. F. Eaton.....	168	Filling seawall lots.....	330 90
Feb. 2	C. A. Warren.....	169	Filling seawall lots.....	96 00
Feb. 14	B. McMahon & Son.....	170	Shed on Mission-Street pier.....	5,100 00
Feb. 21	B. McMahon & Son.....	171	Repairs to Vallejo-Street wharf.....	1,969 99
Feb. 28	C. L. Crisman.....	172	Freight shed on Section 4, seawall.....	2,390 00
Mar. 2	American B. & B. Co.....	173	Repiling Folsom-Street pier No. 1.....	11,958 00
Mar. 2	J. C. Smith.....	174	Furnishing lumber.....	2,932 85
Mar. 13	N. Bichard.....	175	Furnishing piles.....	2,130 85
Mar. 15	B. McMahon & Son.....	176	Shed on Mission-Street pier.....	3,410 00
Mar. 22	J. C. Smith.....	177	Furnishing lumber.....	1,955 77
Mar. 22	N. Bichard.....	178	Furnishing piles.....	2,771 45
April 3	B. McMahon & Son.....	179	Pier and shed thereon at foot of Lombard Street.....	13,110 00
April 17	American B. & B. Co.....	180	Pier at foot of Harrison Street.....	16,006 09
April 24	N. Bichard.....	181	Furnishing piles.....	2,451 72
April 24	American B. & B. Co.....	182	Repiling Spear-Street wharf.....	15,542 78
April 26	B. McMahon & Son.....	183	Repiling Beale-Street pier.....	9,210 07
April 26	J. C. Smith.....	184	Furnishing lumber.....	2,553 53
May 10	American B. & B. Co.....	185	Pier at foot of Harrison Street.....	3,693 71
May 22	N. Bichard.....	186	Furnishing piles.....	3,401 94
May 24	B. McMahon & Son.....	187	Pier and shed thereon at foot of Lombard Street.....	12,083 25
June 5	J. C. Smith.....	188	Furnishing lumber.....	2,382 94
June 18	B. McMahon & Son.....	189	Repiling Jackson-Street pier.....	8,510 04
June 21	N. Bichard.....	190	Furnishing piles.....	3,966 40
			Balance in San Francisco Harbor Improvement Fund.....	\$381,378 61
				203,555 37
				\$584,933 98

COMPARATIVE STATEMENT OF RECEIPTS AND DISBURSEMENTS.

FISCAL YEAR.	RECEIPTS.	EXPENSES.	Percentage per Year.	CONSTRUCTION AND REPAIRS.	Seawall.	DREDGING.	Purchase of Dredgers, Scares, and Repairs.	Miscellaneous.	Repaid State Treasurer.	Drawn from State Treasurer.
From the Organization of the Commission.	From Dockage, Tolls, Wharfage, Rents, etc.	Salaries Commissioners, Secretary, Clerk (and Law Fees), Wharfinger, Collectors, Fuel, Rent, Printing, Stationery, etc.		Building Wharves, Sheds, Bulkheads, etc., and Repairs on the same.		All Dredging up to 1874 was done under Contract. Since by Commissioners.				
1863-4	\$117,848 28	\$25,354 84	21.50	\$67,539 82				\$976 25	\$71,897 39	\$47,680 02
1864-5	177,393 66	32,439 10	18.28	80,875 15	\$3,607 00	\$44,105 50			123,365 23	62,334 82
1865-6	183,716 80	35,531 42	19.02	19,005 42	266 50	10,300 00			132,023 96	47,598 50
1866-7	336,409 36	41,233 95	11.95	88,525 78	250,991 97	41,021 00		330 62	268,573 45	64,345 94
1867-8	294,304 28	55,531 92	18.87	82,791 27	262,323 13	32,338 00		561 18	217,528 06	354,121 12
1868-9	287,890 53	52,130 77	18.11	88,779 83	165,892 68	80,100 00			212,532 07	310,213 27
1869-70	252,049 56	54,084 40	21.65	35,545 04		80,100 00			180,023 37	272,670 93
1870-1	148,917 03	37,782 65	25.37	53,433 31		35,258 00			96,097 89	73,914 13
1871-2	195,031 14	61,006 70	31.28	28,146 62		53,944 40			165,877 82	53,944 40
1872-3	190,330 47	69,858 63	36.50	78,776 28		32,293 20			91,042 59	80,640 23
1873-4	265,709 06	77,938 05	29.33	104,175 98	2,321 85	42,478 56		6,344 01	165,150 23	168,769 02
1874-5	373,541 72	68,617 14	18.37	269,540 80	1,078 25	33,835 71		924 99	245,389 00	189,549 17
1875-6	372,078 74	65,976 57	17.73	162,000 25		40,802 70		565 47	249,430 44	146,716 69
1876-7	448,087 25	79,208 85	17.68	284,023 05		25,252 94			310,909 33	293,661 37
1877-8	446,516 82	84,326 72	18.88	112,628 95	4,803 38	38,214 40		1,665 88	285,521 50	162,712 80
1878-9	463,420 55	97,162 63	20.83	164,560 55	107,091 87	60,454 68		595 50	274,370 87	241,764 39
1879-80	427,687 56	100,697 57	23.53	141,022 14	309,652 90	51,675 28		2,510 53	240,414 91	419,429 27
1880-1	419,437 49	102,746 75	24.49	199,972 97	383,174 96	51,462 52		4,785 32	204,782 41	537,487 44
1881-2	455,005 64	104,255 15	22.91	86,102 58	92,804 98	48,743 45		4,320 00	219,919 90	131,140 42
1882-3	436,030 54	107,883 69	24.74	179,089 82	34,949 22	51,457 50		28,429 37	194,800 84	165,586 90
1883-4	501,243 25	115,231 30	22.98	173,497 19	76,461 63	60,780 40		6,803 55	254,197 78	186,588 00
1884-5	500,702 10	116,194 14	23.20	248,007 11	195,706 95	52,258 80		4,933 50	259,702 01	376,700 41
1885-6	483,851 04	117,693 22	24.32	197,612 03	157,933 82	46,675 40		4,324 00	249,431 18	289,838 61
1886-7	527,890 96	128,584 90	24.35	153,529 29	53,403 50	78,046 99		5,742 95	245,909 83	136,926 50
1887-8	580,152 51	138,993 05	23.95	294,855 61	36,360 98	54,082 70		5,450 62	244,861 06	244,452 11
Totals.	\$8,888,846 31	\$1,971,634 11		\$3,285,516 84	\$2,138,845 57	\$1,065,583 13	\$145,587 58	\$78,723 74	\$5,225,313 03	\$5,021,757 66
Bal. in Treasury										203,535 37
Total										\$5,225,313 03

NOTE.—May 1, 1872. Rates of dockage, tolls, wharfage, and rents were reduced 50 per cent by Act of Legislature. On December 30, 1879, the rates on merchandise were reduced as follows, viz: 12½ to 10 cents; 6½ to 5 cents; on lumber, from 10 to 5 cents per foot; on coal, from 12½ to 5 cents per coal. On June 4, 1880, the dockage rates were changed so that instead of the day of arrival and day of departure being charged for as full days, the day was reckoned from the hour of arrival to the same hour on succeeding days. Salaries of Wharfingers and Collectors were increased 25 per cent by Act of Legislature, approved March 15, 1878. On July 1, 1885, the rates of tolls were very materially reduced, in some cases 30 per cent, and a reduction in dockage rates was made of about 20 per cent.

STATEMENT OF COST OF DREDGING.

FISCAL YEAR ENDING—	Salary of Employés.	Repairs.	Coal.	Ship Chan- dery and Water.	Miscellaneous, including Docking, Dredges, Tugs, and Scaws.	Total.	No. Yards Dredged.	Worked. No. Hours.	Cost per Cubic Yard. Cents.
June 30, 1875.	\$11,603 97	\$10,362 99	\$8,639 00	\$1,386 64	\$1,301 25	\$33,835 71	303,429	2,348 ⁸ / ₁₀	10.76-100
June 30, 1876.	11,932 98	7,639 43	8,224 04	1,660 85	1,905 74	31,353 19	342,638	2,634	9.15-100
June 30, 1877.	11,980 99	4,011 44	5,971 71	1,582 10	1,676 79	25,253 03	280,197	2,478 ⁵ / ₁₀	9.1-100
June 30, 1878.	17,188 80	7,372 48	7,754 86	2,666 37	3,032 55	38,214 40	423,654	3,080	9.2-100
June 30, 1879.	26,201 70	14,963 90	11,755 12	5,443 70	1,289 00	60,454 68	843,879	4,694	7.16-100
June 30, 1880.	27,202 59	8,824 19	11,115 11	4,184 65	318 75	51,645 29	749,011	4,323	6.89-100
June 30, 1881.	25,948 49	10,195 63	11,037 15	4,194 44	85 81	51,462 52	732,919	3,992 ¹ / ₁₀	7.2-100
June 30, 1882.	25,860 00	9,556 57	8,925 33	4,101 10	300 45	48,743 45	639,570	3,630 ¹ / ₁₀	7.62-100
June 30, 1883.	25,860 01	12,152 06	9,093 05	3,800 58	551 80	51,457 50	635,322	3,776 ¹ / ₁₀	8.13-100
June 30, 1884.	26,358 00	20,905 35	9,838 60	3,627 45	50 00	60,780 40	643,100	3,693 ¹ / ₁₀	9.45-100
June 30, 1885.	26,895 24	10,074 34	10,074 34	3,657 64	20 00	52,258 80	680,700	3,652 ¹ / ₁₀	7.68-100
June 30, 1886.	26,634 65	6,293 18	9,886 55	3,841 02	20 00	46,675 40	678,900	3,758 ¹ / ₁₀	6.87-100
June 30, 1887.	26,520 00	36,872 40	7,911 49	4,435 62	2,307 48	78,046 99	601,800	3,155 ¹ / ₁₀	12.97-100
June 30, 1888.	27,787 00	10,264 87	11,339 27	4,154 26	537 30	54,082 70	717,600	3,737 ¹ / ₁₀	7.52-100

BALANCE SHEET.

From November 4, 1863, to June 30, 1888.

RECEIPTS.		
From dockage, tolls, wharfage, rents, etc.	-----	\$8,888,846 34
DISBURSEMENTS.		
Salaries of Commissioners, Secretaries, Engineers, Attorneys, Wharfingers, and Collectors, law fees, fuel, rent, stationery, etc.	\$2,017,806 86	
Constructing and repairing wharves, sheds, etc.	3,285,516 84	
Seawall (construction of)	2,092,072 82	
Purchase of and constructing dredgers, tugs, and scows.	145,587 58	
Dredging (cost of)	1,065,583 13	
Payroll (crew of fireboat)	36,725 11	
Suspense account (defalcations of John S. Gray)	23,308 10	
Miscellaneous (loss of merchandise by breaking down of wharves, and damages to vessels and other property)	18,690 53	
Cash in the treasury	203,555 37	
<i>Dr.</i> CASH.		8,888,846 34
To amount remitted to the State Treasurer	-----	\$5,225,313 03
<i>Cr.</i> CASH.		
By amount drawn from State Treasurer	\$5,021,757 66	
By cash on hand in the treasury	203,555 37	
		5,225,313 03

REPORT OF T. C. COOGAN, ATTORNEY.

To the honorable Board of State Harbor Commissioners of the State of California:

GENTLEMEN: I herewith present my report as attorney of your honorable Board, showing what has transpired in relation to litigation in my charge during the two fiscal years ending June 30, 1888.

ACTIONS PENDING AT THE DATE OF LAST REPORT.

The Pacific Transfer Company vs. Wm. Blanding et al. In Superior Court, Department No. 6, No. 23360.

J. E. McElrath, Esq., attorney for plaintiff.

Action to recover money paid under protest by plaintiff to defendants for wharfage.

1879, October 24, complaint filed. 1880, December 23, answer of William Blanding and A. M. Burns filed. 1881, January 10, answer of Bruce B. Lee filed. 1887, August 29, supplemental answer of William Blanding filed. August 29, action tried before Hon. Wm. T. Wallace, who, on January 4, 1888, ordered judgment to be entered in favor of defendants. 1888, June 6, findings filed. June 7, notice of decision served and filed. June 12, cost bill served and filed. June 13, judgment entered for defendants; notice of same served and filed. June 19, notice that plaintiff intends to move for a new trial received.

The People of the State of California vs. Turner, Kennedy & Shaw. In Justice's Court, No. 28969.

Messrs. William and George Leviston, attorneys for defendants.

Action to recover tolls and wharfage on Channel Street.

1887, February 15, complaint filed and issue joined. February 24, defendants moved that cause be transferred to the late Twelfth District Court. Motion granted, but defendants never paid costs, and papers were never filed in said District Court, or in its successor, the Superior Court. 1888, January 12, action dismissed by order of the Board, defendants paying costs.

The question in this and the action between the same parties, in the same Court, No. 30557, was as to the jurisdiction of the Board over the wharves located in Channel Street, between Fourth and Fifth Streets. While these actions were pending, the Supreme Court held that the Board's jurisdiction extended over these wharves. (See *People vs. Williams*, 64 Cal. 498.)

The People of the State of California vs. Turner, Kennedy & Shaw. In Justice's Court, No. 30557.

Messrs. William and George Leviston, attorneys for defendants.

Action to recover tolls and wharfage on Channel Street. This action was in the same condition as the one last above mentioned, and was against the same defendants.

1888, January 12, action dismissed by order of the Board, defendants paying costs.

William Blanding et al. vs. The Barkentine Victor. In United States District Court, No. 2345.

Messrs. McAllister & Bergin, attorneys for respondent.

A libel for dockage in China Basin. 1888, March 22, dismissed by order of the Board.

Samuel Soulé et al. vs. Benjamin Holliday, Jr. In Superior Court, Department No. 4, No. 2631.

W. H. L. Barnes, Esq., attorney for defendant.

Action to recover \$395 87, for dockage and tolls.

On January 16, 1884, judgment was rendered in favor of plaintiffs for \$395 87, with interest thereon from April 11, 1874, and for costs amounting to \$11 50. This judgment remains unsatisfied.

The People of the State of California vs. Thomas Huson et al. In Supreme Court, No. 7207.

William M. Pierson, Esq., attorney for defendants.

Action to recover \$1,045 10 for deficiency in accounts of Huson as Wharfinger.

1878, May 6, complaint filed. August 15, answer filed. September 24, judgment for defendants. November 10, plaintiffs moved for a new trial, which was on May 5, 1880, denied, and on May 21, plaintiffs appealed to the Supreme Court. Pending the appeal, one of the defendants, E. J. Lewis, died in Tehama County. No administration has ever been taken out on his estate. Action is ready to be argued on behalf of the plaintiffs.

William Blanding et al. vs. Smith & Smith et al. In Superior Court, Department No. 4, No. 22545.

Louis H. Sharp, Esq., attorney for defendants.

Action to recover \$1,000 for breach of a bond guaranteeing a performance of an asphaltum contract.

1878, September 28, complaint filed, and after the overruling of defendants' demurrer, their answer was filed on January 12, 1879. 1884, November 20, action tried as to defendant Ira P. Rankin, and submitted on briefs. December 11, defendant's brief received. December 20, plaintiffs' brief served. 1885, January 3, defendants' brief in reply received. February 27, decision in favor of defendant Ira P. Rankin. March 23, notice of

decision received, and on January 5, 1888, the action was dismissed as to the other defendants by the Court.

The People of the State of California vs. Potrero and Bay View Railroad Company. In Supreme Court, No. 8950.

Messrs. McAllister & Bergin, attorneys for defendant.

Action to declare certain piles, and a bridge built by defendant in and over Islais Creek, a nuisance, and to have the same abated.

Action commenced January 14, 1880, and tried December, 1881, and decided in favor of the plaintiffs. On January 20, 1882, a motion for a new trial was made therein and denied, and on April 10, 1883, the defendant appealed to the Supreme Court. 1885, February 13, defendant's points and authorities received. February 21, plaintiffs' points and authorities served and filed. February 26, argued orally. March 13, plaintiffs' brief served and filed. June 24, judgment and order reversed, and cause remanded. 1886, remittitur from Supreme Court ordered filed, and filed in the Superior Court.

The People of the State of California vs. Robert G. Byxbee et al. In Superior Court, Department No. 8, No. 6251.

J. B. Lamar, Esq., attorney for defendants.

Action to recover \$460 78, for deficiency in accounts of West Evans as Wharfinger.

1882, February 10, complaint filed. Since the date of last report the following proceedings were had: 1887, December 26, motion to dismiss received. 1888, January 6, motion to dismiss denied. February 27, answer of H. N. Morse received; February 27, action tried before the Court, and judgment ordered in favor of the defendants Robert G. Byxbee, Austin D. Moore, Elisha Higgins, Henry Wetherbee, Elisha B. Dean, Henry N. Morse, Charles J. Hendry, and Lewis G. McMullen.

The People ex rel. The Board of State Harbor Commissioners vs. Thomas Quirk, J. C. Green, and Donald McLennan. In Superior Court, Department No. 3, No. 10491.

Messrs. W. H. L. Barnes and Ed. S. Salomon, attorneys for defendants.

Action brought to recover from Thomas F. Quirk \$14,149 81, for deficiency in his accounts as Wharfinger, and \$5,000 each from J. C. Green and Donald McLennan, as sureties on his official bond.

1883, August 22, complaint filed. This action was at issue as to defendants Green and McLennan. Since the issue was joined as to these defendants, both have died. No administration has yet been taken out upon the estate of J. C. Green. Special letters of administration have been issued to F. P. McLennan upon the estate of Donald McLennan.

The People ex rel. The Board of State Harbor Commissioners vs. Josiah F. Fairfield, Charles J. Hendry, and W. S. Ray. In Superior Court, Department No. 2, No. 10938.

Messrs. Walter H. Levy and W. H. H. Hart, attorneys for defendants.

Action to recover \$12,672 25 from Josiah F. Fairfield for deficiencies in his accounts as Wharfinger, and \$5,000 each from C. J. Hendry and W. S. Ray, as sureties on his official bond.

1883, October 19, complaint filed. Since the date of the last report, the defendant, Josiah F. Fairfield, has died, and the following proceedings have been had as to the defendants, C. J. Hendry and W. S. Ray: The action has been reassigned to Department No. 3, Hon. J. F. Finn; jury waived, and partially tried before the Court, and further hearing continued until August 27, 1888, when the trial will be concluded.

The two actions last above named are on the official bonds of former Wharfingers—Quirk and Fairfield—and an action is now pending in the Superior Court, brought by Hon. E. C. Marshall, late Attorney-General of the State, against the late Harbor Commissioners, William Blanding and W. A. Phillips, and the administrator of the estate of George S. Evans, deceased, and the sureties upon their official bonds, to recover for the same deficiencies as are referred to in the complaints in these two actions.

The People ex rel. The Board of State Harbor Commissioners vs. H. M. LaRue and A. S. Greenlaw. In Superior Court, Department No. 4, No. 10996.

Joseph F. Wendell, Esq., attorney for defendants.

Action to recover \$5,000 each from H. M. LaRue and A. S. Greenlaw, as sureties upon the official bond of William M. Haynie, late Wharfinger, for deficiencies in his accounts.

1883, October 26, complaint filed. Since the date of the last report, the following proceedings were had: 1888, March 19, demand for a bill of particulars received. April 14, bill of particulars served. April 18, notice of motion for a further bill of particulars received. May 3, further bill of particulars served, and motion therefor dismissed. July 16, 17, and 18, action tried before the Court and jury, and verdict for plaintiffs for \$800 30 and costs. July 23, cost bill served and filed. July 27, notice that defendants intend to move for a new trial, and also notice of motion to retax plaintiff's costs received.

The People of the State of California ex rel. William Irwin et al. vs. George W. Prescott et al. In Superior Court, Department No. 3, No. 15603.

Messrs. J. P. Hoge, Sawyer & Burnett, and W. A. Plunkett, attorneys for defendants.

Action of ejectment to recover possession of a lot of land bounded by Francisco, Kearny, Bay, and Montgomery Streets.

1885, July 27, complaint filed and summons issued. Since the date of last report the following proceedings were had: 1886, September 6, action dismissed as to executors, and Richard Roe, John Smith, John A. Smith, John B. Smith, John C. Smith, Jane Smith, Jane A. Smith, and Jane B. Smith. September 7, amendment to complaint, making William A. Plunkett, administrator, a party defendant, he having been appointed

since the commencement of the action; stipulation waiving a jury trial filed. September 13, Court orders judgment for plaintiffs to be entered. September 17, judgment recorded. September 21, notice of entry and recordation of judgment served and filed.

The People of the State of California ex rel. William Irwin et al. vs. John C. Merrill, as executor of the last will of Martha B. Harris, deceased. In Superior Court, Department No. 4, No. 15708.

C. K. Bonestell, Esq., attorney for defendant.

Action to recover \$312 dockage due from bark "D. C. Murray," and penalties.

1885, August 10, complaint filed and summons issued. August 27, answer received. November 13, judgment for plaintiffs for \$321, legal interest, and costs. November 14, notice of judgment served and filed. 1886, February 17, transcript of judgment filed in the matter of the estate of Martha B. Harris, deceased. Since the date of last report the following proceedings in the matter of the said estate have been had: 1887, August 18, petition of the Board of State Harbor Commissioners filed for a citation to John C. Merrill, as executor of the last will of Martha B. Harris, deceased, to appear and show cause why he should not pay the judgment above referred to. Order for citation made, and citation issued as prayed for. August 18, alias citation issued. August 30, alias citation served. September 7, order to show cause heard. September 8, order made directing said John C. Merrill to pay said judgment, and a certified copy thereof served upon him, which he refused to obey. September 19, petition of Board for order upon John C. Merrill to show cause why he should not be punished for contempt in not paying said judgment. Order made and citation issued. September 28, alias citation issued and served. December 15, partially heard, and hearing concluded on December 16, and executor found guilty. December 19, order punishing executor for contempt made and entered.

Since the date last mentioned, said executor has paid on account of said judgment the sum of \$200, which I have paid to the Secretary of the Board.

Antone Starr vs. J. J. Cummings. In Justice's Court, No. 32287.

1885, September 19, writ of attachment served upon Board.

The following proceedings were had since last report: 1886, July 23, order to show cause why the Board should not pay the money mentioned in the writ received. July 27, hearing had and order dismissed. 1887, copy of execution and affidavit for order, and order for Board to show cause served. March 1, order granted.

James Brady vs. Joseph Docking and James Cummings, partners, under the firm name and style of Docking & Cummings. In Justice's Court, No. 32312.

J. E. McElrath, Esq., attorney for plaintiff.

This was an action to recover a judgment against Docking & Cummings, and a writ of attachment was issued therein and served upon the Board.

After this an order to show cause was served under Section 717 of the Code of Civil Procedure, and the Board filed an answer thereto. A hearing was had and the matter was submitted upon briefs. Since the last report, namely, on September 11, 1886, the order to show cause was dismissed by the Court.

R. Leishman vs. J. Docking and J. J. Cummings, partners, under the firm name and style of Docking & Cummings. In Superior Court, Department No. 6, No. 16030.

1885, September 30, writ of attachment served upon Board. November 23, affidavit and order that Board appear and show cause why they should not pay over funds in their hands claimed by plaintiff to belong to defendants. November 30, answer of Board served and filed. December 17, order heard and dismissed.

CONDITION AND DISPOSITION OF ACTIONS COMMENCED SINCE THE DATE OF LAST REPORT.

The People ex rel Frank McCoppin et al. vs. Louisa Berryman, H. B. Berryman, K. Winter, and John Doe. In Superior Court, Department No. 2, No. 18290.

William M. Pierson, Esq., attorney for defendants.

Action to compel defendants to remove an unlawful obstruction alleged to have been placed by them on the inner half of East Street, near Jackson Street.

1886, August 17, complaint filed. October 16, demurrer received. December 3, demurrer overruled. December 30, answer received. Action now at issue and ready for trial on behalf of plaintiffs.

The People of the State of California ex rel. Frank McCoppin et al. vs. Robert Dunsmuir. In Superior Court, Department No. 2, No. 18978.

Messrs. Wilson & Wilson, attorneys for defendant.

Action to compel defendant to remove an unlawful obstruction alleged to have been placed by him on the inner half of East Street, between Pacific and Jackson Streets.

1886, October 30, complaint filed and summons issued. 1887, April 20, demurrer received. April 22, demurrer argued and submitted. July 1, demurrer overruled. September 23, answer received. This action is now at issue and ready for trial on behalf of plaintiffs.

Louis Winter vs. Docking & Cummings, partners in business. In Superior Court, Department No. 6, No. 16022.

E. B. Cutler, Esq., attorney for plaintiff.

1886, affidavit and order that Board show cause received. November 30, answer of Board served and filed. December 17, order to show cause dismissed.

The People ex rel. Frank McCoppin vs. George J. Theobald, doing business under the firm name and style of George J. Theobald & Co. In Justice's Court, No. 38154.

Action to recover tolls for use of wharves.

1887, January 22, complaint filed, summons issued and served. February 2, claim paid in full. On the same day I paid the money over to the Secretary of the Board and dismissed the action.

W. H. Norton vs. W. C. Whitehead, administrator of the estate of David Finley, deceased, A. C. Paulsell, John H. Wise, and William D. English, constituting the Board of State Harbor Commissioners. In Superior Court No. 1, No. 19873.

Messrs. H. M. McGill and Whittemore & Sears, attorneys for plaintiff, and W. C. Burnett and W. H. H. Hart, attorneys for defendant, W. C. Whitehead, administrator.

Action to recover judgment against the estate of David Finley, deceased, for money loaned deceased, and to restrain the Board from drawing its warrant in favor of the administrator for work done in the performance of a contract entered into between the Board and David Finley.

1887, March 15, complaint filed and temporary injunction issued and served upon the Board. April 28, demurrer overruled. May 13, amended complaint filed. May 20, answer of Board served and filed. May 30 and 31, action tried and submitted on briefs. November 28, judgment ordered in favor of the plaintiff. December 30, notice of decision and findings received. 1888, January 9, notice that Board intends to move for a new trial served and filed. May 31, statement on motion for a new trial settled and filed.

Nancy Payne and Squire P. Dewey vs. William D. English, John H. Wise, and A. C. Paulsell, members of and constituting the Board of State Harbor Commissioners. In Superior Court, Department No. 6, No. 20614.

Messrs. Cope & Boyd, attorneys for plaintiffs.

Action to restrain the Board from erecting a wharf in front of plaintiffs' property on the northerly line of Channel Street, between Third and Fourth Streets.

1887, July 1, complaint filed, and temporary injunction issued and served. July 19, demurrer served and filed. August 12, demurrer overruled. August 18, answer filed. October 18, action partially tried. October 25 and 26, trial continued and taking evidence concluded. Action dropped from the calendar temporarily for the reason that the trial Judge, Hon. W. T. Wallace, considered himself disqualified. Thereupon the action was transferred to Department No. 1, Hon. T. K. Wilson presiding. 1888, March 14 to April 4, action tried. May 9, 10, and 11, argued and submitted. July 20, judgment for defendant for costs, and injunction dissolved.

The People of the State of California vs. Frank Selner, John Harrigan, and John Merker. In Police Judge's Court, No. 2.

W. H. Mott, Esq., Prosecuting Attorney, for the People, and T. C. Coogan and A. D. Splivalo, attorneys for the defendants.

These defendants were arrested on the charge of battery, and I defended them by order of the Board.

July 22, defendants arrested; trial continued to August 5. August 5, action dismissed and defendants discharged.

The People of the State of California ex rel. William D. English et al. vs. James Kerwin, Martin Kruse, et al. In Superior Court, Department No. 6, No. 21614.

L. Quint, Esq., attorney for defendants.

Action to compel defendants to remove an unlawful obstruction alleged to have been placed by them in Montgomery Street, near the southeast corner of Montgomery and Chestnut Streets, and also from seawall lot No. 7.

1887, November 8, complaint filed, summons issued. November 9, summons served upon Kerwin and Kruse. December 5, demurrer received. December 23, demurrer overruled. 1888, January 18, answer received. January 25, demurrer to answer served and filed. February 17, demurrer sustained. March 5, amended answer received. March 8, demurrer to amended answer served and filed. March 24, demurrer to amended answer overruled.

This action is now at issue and ready for trial on behalf of plaintiffs.

The People ex rel. W. D. English et al. vs. M. R. Roberts. In Superior Court, Department No. 4, No. 21668.

Messrs. Rosenbaum & Sheeline, attorneys for defendant.

Action to recover \$305 from defendant for dockage of the lighter Contra Costa and barge Edison. The defendant claimed that the rule of the Board imposing these charges for dockage was in conflict with Sections 8 and 10 of Article I of the Federal Constitution.

1887, November 15, complaint filed, summons issued. November 18, summons served. November 19, notice of appearance and demand for a bill of particulars received. November 23, bill of particulars served. November 28, demurrer received. December 9, demurrer argued and submitted. January 27, demurrer overruled as to the first cause of action, and sustained as to the second cause of action. February 10, amended and supplemental complaint served and filed. February 21, answer to amended and supplemental complaint received. March 10, action tried. June 28, judgment ordered for plaintiff.

The People of the State of California vs. David Gatelli. In Police Judge's Court.

Messrs. Joseph F. Coffey and T. C. Coogan, attorneys for the prosecution, and J. D. Sullivan, Esq., attorney for defendant.

Prosecuted for depositing garbage on seawall lots.

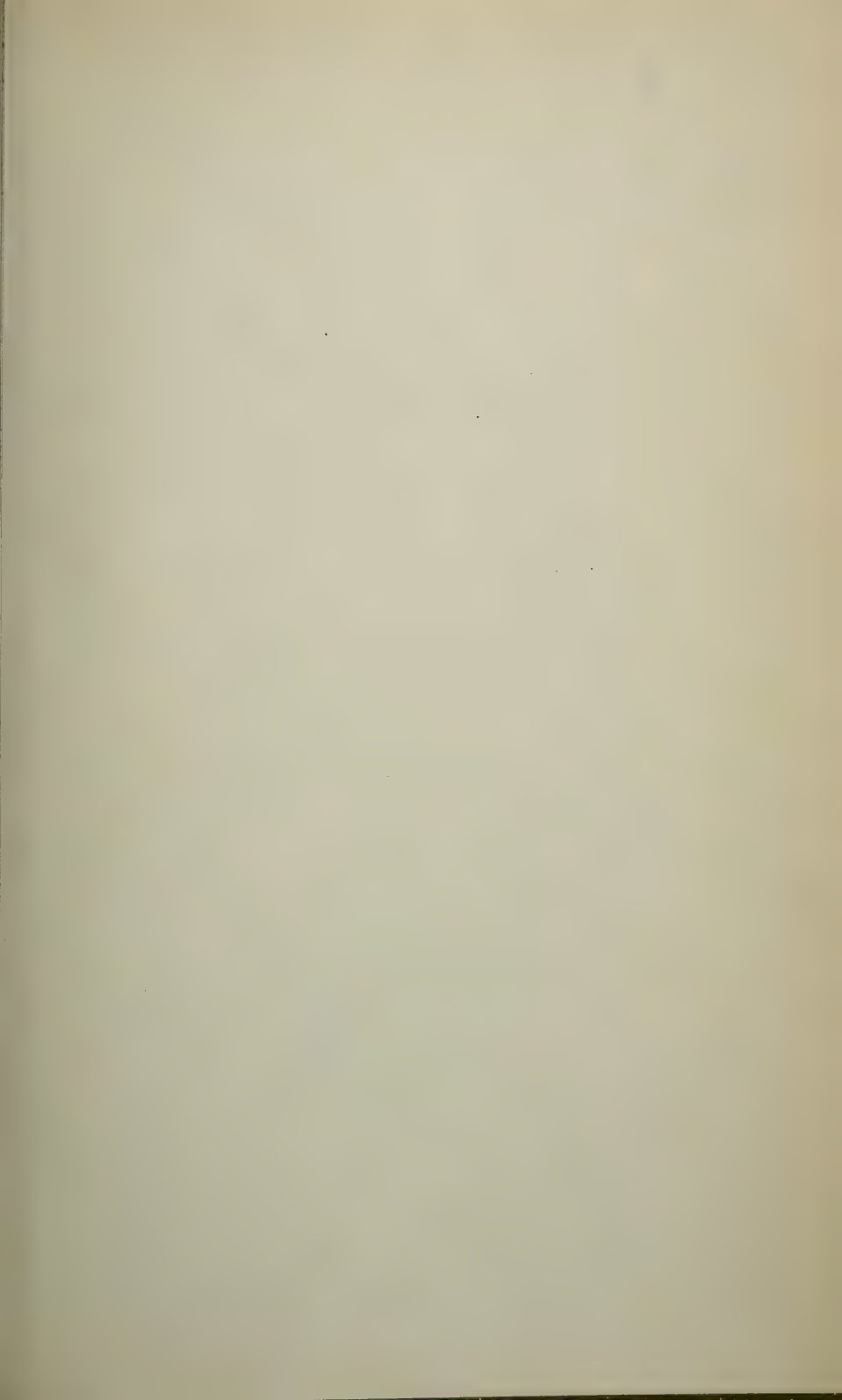
December 30, 1887, complaint filed, warrant issued, and defendant arrested. December 31, action tried, and defendant found guilty and fined \$10, which he paid.

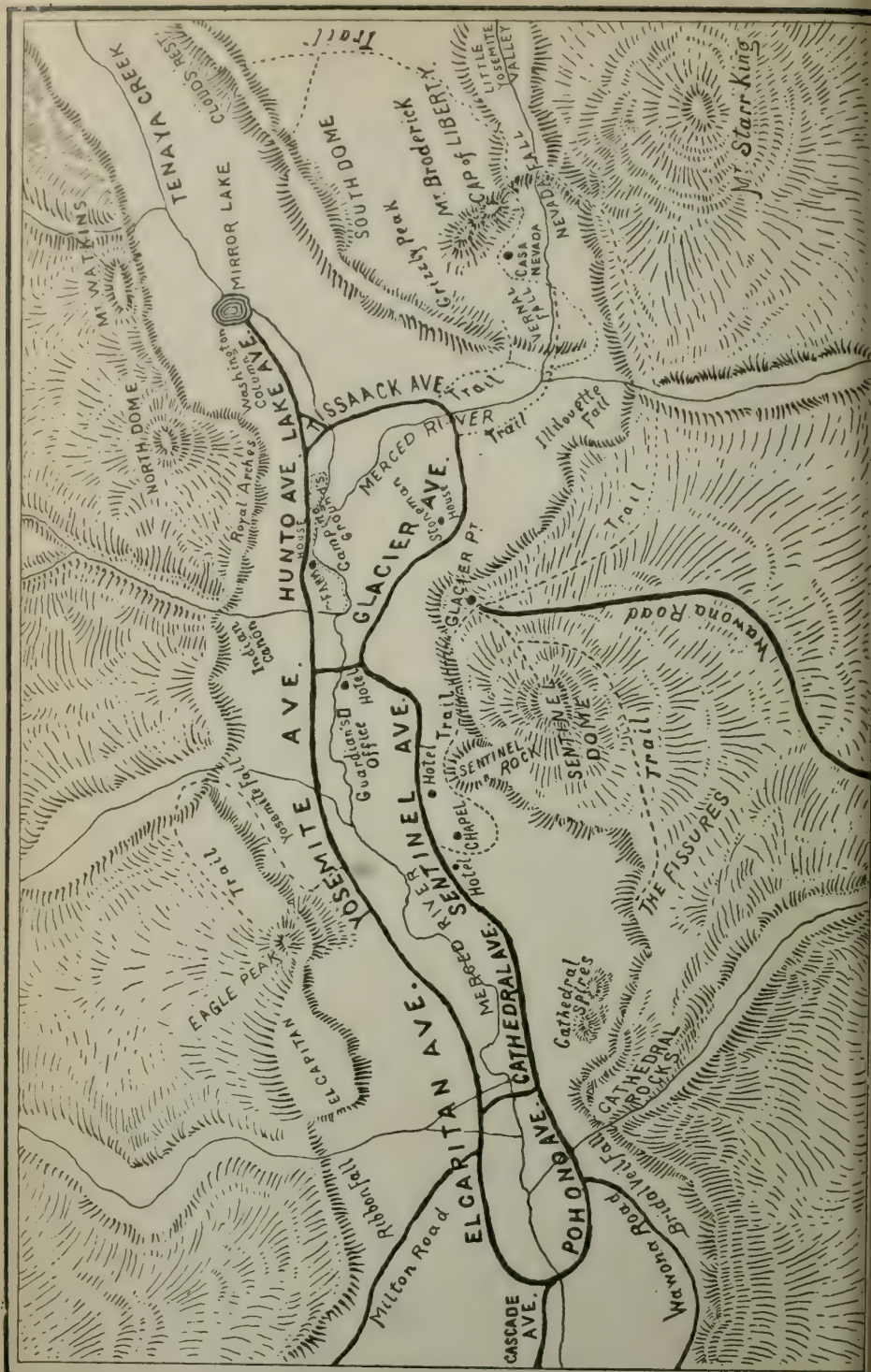
RECAPITULATION.

Number of actions pending at date of last report.....	18
Number of actions pending at date of this report	13

Respectfully submitted.

T. C. COOGAN,
Attorney for the Board of State Harbor Commissioners.





BIENNIAL REPORT

OF THE

COMMISSIONERS TO MANAGE THE YOSEMITE VALLEY

AND THE

MARIPOSA BIG TREE GROVE

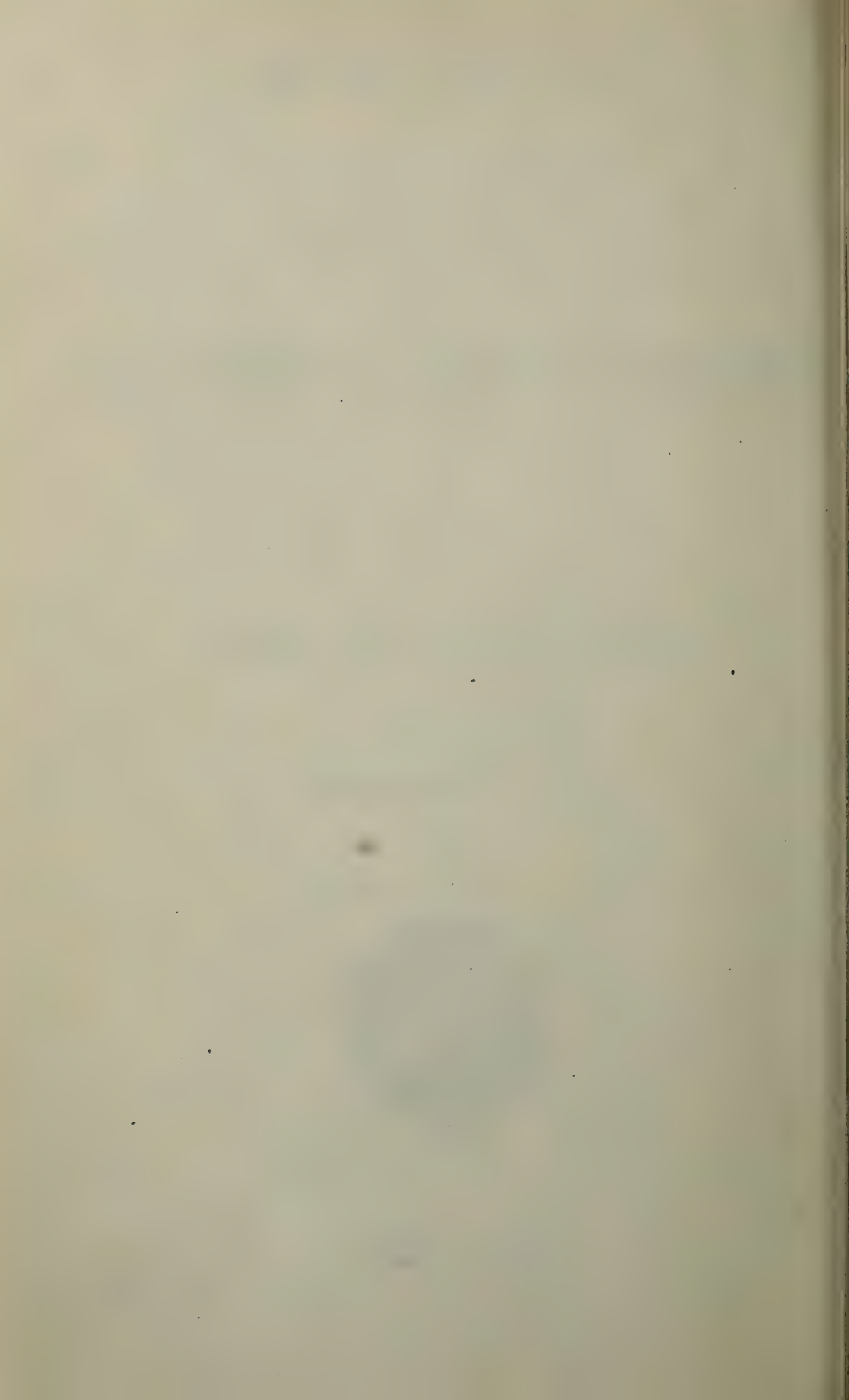
For the Years 1887-88.



SACRAMENTO:

STATE OFFICE, : : : J. D. YOUNG, SUPT. STATE PRINTING.

1888.



COMMISSIONERS

TO MANAGE THE

YOSEMITE VALLEY AND THE MARIPOSA BIG TREE GROVE

HIS EXCELLENCY R. W. WATERMAN, GOVERNOR OF THE STATE OF CALIFORNIA,
Ex Officio President.

THOMAS P. MADDEN,
Vice-President.

BEN. C. TRUMAN,
Secretary and Treasurer.

THOMAS P. MADDEN,

BEN. C. TRUMAN,
Executive Committee.

WM. B. MAY,

COMMISSIONERS.

W. H. MILLS, San Francisco,

J. H. O'BRIEN, Stockton,

THOMAS P. MADDEN, San Francisco,

WM. B. MAY, San Francisco,

Terms expire April 19, 1890.

I. W. TABER, San Francisco,

G. G. GOUCHER, Fresno,

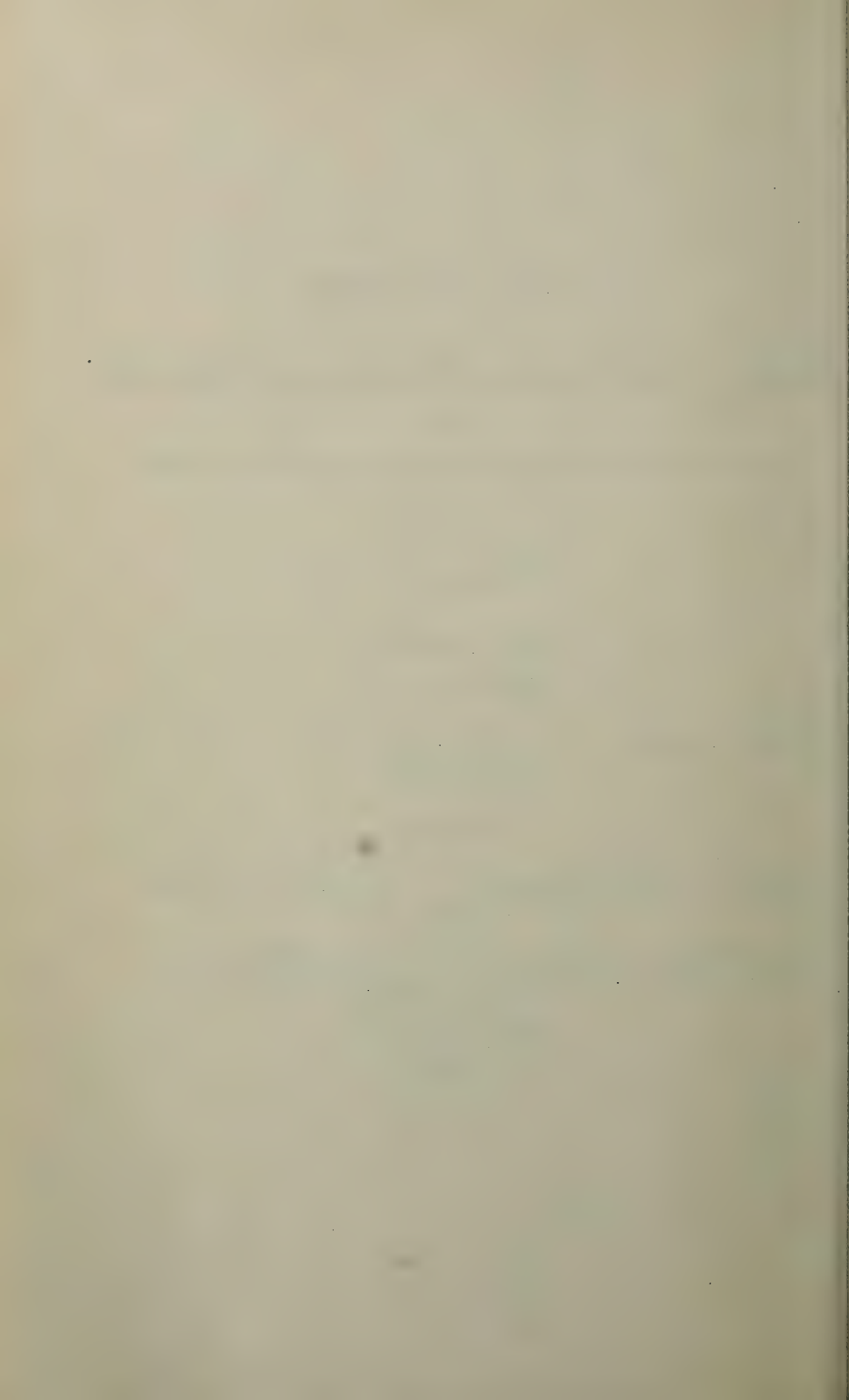
BEN. C. TRUMAN, San Francisco,

E. W. CHAPMAN Madera,

Terms expire April 19, 1892.

MARK L. McCORD,

Guardian.



REPORT

OF THE

COMMISSIONERS TO MANAGE THE YOSEMITE VALLEY AND THE MARIPOSA BIG TREE GROVE.

To his Excellency R. W. WATERMAN, Governor of California:

SIR: In accordance with law, the Commissioners to manage the Yosemite Valley and the Mariposa Big Tree Grove have the honor to submit the following as their biennial

REPORT:

A *resumé* of previous reports shows that Congress passed an Act authorizing a grant to the State of California of the "Yosemite Valley," and the land embracing the "Mariposa Big Tree Grove," and that said Act was approved on the thirtieth of June, 1864, and is as follows:

SECTION 1. That there shall be, and is hereby granted to the State of California, the "cleft" or "gorge" in the Granite Peak of the Sierra Nevada Mountains, situated in the County of Mariposa, in the State aforesaid, and the headwaters of the Merced River, and known as the Yosemite Valley, with its branches and spurs, in estimated length, fifteen miles, and in average width, one mile back from the main edge of the precipice on each side of the valley; with the stipulation, nevertheless, that the said State shall accept this grant upon the express conditions that the premises shall be held for public use, resort, and recreation, and shall be inalienable for all time; but leases, not extending ten years, may be granted for portions of said premises. All incomes derived from leases of privileges to be expended in the preservation and improvement of the property or the roads leading thereto. The boundaries to be established at the cost of said State, by the United States Surveyor-General of California, whose official plat, when affirmed by the Commissioner of the General Land Office, shall constitute the evidence of the locus, extent, and limits of said cleft or gorge; the premises to be managed by the Governor of the State, with eight other Commissioners, to be appointed by the Executive of California, and who shall receive no compensation for their services.

SEC. 2. *And be it further enacted*, that there shall likewise be, and there is hereby granted to the State of California, the tracts embracing what is known as "Mariposa Big Tree Grove;" not to exceed the area of four sections, and to be taken in legal subdivisions of one quarter section each, with the like stipulation as expressed in the first section of this Act, as to the State's acceptance, with like conditions as in the first section of this Act, as to inalienability, yet with the same lease privilege: the income to be expended in preservation, improvement, and protection of the property; the premises to be managed by Commissioners, as stipulated in the first section of this Act, and to be taken in legal subdivision as aforesaid; and the official plat of the United States Surveyor-General, when affirmed by the Commissioners of the General Land Office, to be the evidence of the locus of said Mariposa Big Tree Grove.

[Chapter CLXXXIV of the Statutes at Large, passed at the Thirtieth Congress, session one.]

As soon as possible after the news of the passage of the above Act was received in California, F. F. Low, then Governor, issued the following

PROCLAMATION.

STATE OF CALIFORNIA,
EXECUTIVE DEPARTMENT,
SACRAMENTO, September 28, 1864. }

WHEREAS, The United States, by an Act passed at the first session of the thirty-eighth Congress, has granted to this State the territory comprising the "Yosemite Valley and the Mariposa Big Tree Grove," to be held and used for the purposes mentioned in said Act; and whereas, it is also provided in the Act, that the management and control of the tracts of land shall be confided to a Board of Commissioners, to be appointed by the Governor.

Now, therefore, be it known that I, Frederick F. Low, Governor of the State of California, by virtue of the authority in me vested, have appointed Fred. Law Olmsted, Professor J. D. Whitney, William Ashburner, I. W. Raymond, E. S. Holden, Alexander Deering, George W. Coulter, and Galen Clark, said Commissioners, to whom is confided the management of the aforesaid tracts of land. And I hereby warn and command all persons to desist from trespassing or settling upon said territory, and from cutting timber or doing any unlawful acts within the limits of said grant.

All propositions for the improvement of the aforesaid tracts of land, or for leases, should be made to the Commissioners, through Fred. Law Olmsted, Bear Valley, Mariposa County.

In testimony whereof, I have hereunto set my hand, and caused the great seal of the State of California to be affixed, this twenty-eighth day of September, 1864.

[L.S.]

FRED'K F. LOW,
Governor of California.

Attest: B. B. REDDING, Secretary of State.
By F. W. REDDING, Deputy.

The surveys necessary to establish "the locus, extent, and limits" of the Yosemite Valley and the Mariposa Big Tree Grove, as required by the Act of Congress, were made in the autumn of 1864, by order of the Commissioners appointed by the above proclamation, under the direction of James T. Gardner, who was appointed United States Deputy Surveyor for that purpose.

The official plat of this work was forwarded by the Surveyor-General of California to Washington, and accepted by the Commissioner of the General Land Office.

Before, however, the Yosemite Valley and Mariposa Big Tree Grove could become the property of the State, it was necessary that the grant made by Congress should be accepted by the State Legislature. This was done during the session of 1865-6, when the following Act was passed:

An Act to Accept the Grant by the United States Government to the State of California, of the Yosemite Valley and Big Tree Grove, and to Organize the Board of Commissioners, and to Fully Empower them to Carry Out the Objects of the Grant, and Fulfill the Purposes of the Trust.

[Approved April 2, 1866.]

WHEREAS, by an Act of Congress, entitled an Act authorizing a grant to the State of California of the Yosemite Valley, and of the land embracing the Mariposa Big Tree Grove, approved June thirtieth, A. D. eighteen hundred and sixty-four, there was granted to the State of California in the terms of said Act said Valley and the lands embracing said Grove, upon certain conditions and stipulations therein expressed; now, therefore,

The People of the State of California, represented in Senate and Assembly, do enact as follows:

SECTION 1. The State of California does hereby accept said grant upon the conditions, reservations, and stipulations contained in said Act of Congress.

SEC. 2. The Governor, and the eight other Commissioners, Frederick Law Olmsted, Prof. J. D. Whitney, William Ashburner, I. W. Raymond, E. S. Holden, Alexander Deering, George W. Coulter, and Galen Clark, appointed by him on the twenty-eighth day of December, eighteen hundred and sixty-four, in accordance with the terms of said Act, are hereby constituted a Board to manage said premises, and any vacancy occurring therein from death, removal, or any cause, shall be filled by the appointment of the Governor. They shall be known in law as "The Commissioners to Manage the Yosemite Valley and the Mariposa Big Tree Grove," and by such name they and their successors may sue and be sued, and shall have full power to manage and administer the grant made, and the trust created by said Act of Congress, and shall have full power to make and adopt all rules, regulations, and by-laws for their own government and the govern-

ment, improvement, and preservation of said premises, not inconsistent with the Constitution of the United States, or of this State, or of said Act making the grant, or of any law of Congress, or of the Legislature. They shall hold their first meeting at the time and place to be specified by the Governor, and thereafter as their own rules shall prescribe, and a majority shall constitute a quorum for the transaction of business. They shall elect a President and Secretary, and any other officers from their number, as their rules may prescribe.

SEC. 3. None of the said Commissioners shall receive any compensation for their services as such. They shall have the power to appoint a Guardian, either of their number or not, of said premises, removable at their pleasure, to perform such duties as they may prescribe, and to receive such compensation as they may fix, not to exceed five hundred dollars per annum.

SEC. 4. The Commissioners shall make a full report of the condition of said premises, and of their acts under this law, and of their expenditures, through the Governor, to the Legislature, at every regular session thereof.

SEC. 5. The State Geologist is hereby authorized to make such further explorations on the said tract, and in the adjoining regions of the Sierra Nevada Mountains, as may be necessary to enable him to prepare a full description and accurate statistical report of the same, and the same shall be published in connection with the reports of the Geological Survey.

SEC. 6. It shall be unlawful for any person willfully to commit any trespass whatever upon said premises, cut down or carry off any wood, underwood, tree, or timber, or girdle or otherwise injure any tree or timber, or deface or injure any natural object, or set fire to any wood or grass upon said premises, or destroy or injure any bridge or structure of any kind, or other improvement that is, or may be, placed thereon. Any person committing either or any of said acts, without the express permission of said Commissioners, through said Guardian, shall be guilty of a misdemeanor, and, on conviction thereof, shall be punished by fine not exceeding five hundred dollars, or by imprisonment in the county jail not exceeding six months, or by both such fine and imprisonment.

SEC. 7. The sum of two thousand dollars is hereby appropriated for the eighteenth and nineteenth fiscal years, out of any moneys in the treasury not otherwise appropriated, to pay said Guardian, and the incidental expenses of the Commissioners, and to be expended under the supervision of said Commissioners; *provided*, that not more than one half of said sum shall be expended during the eighteenth fiscal year.

SEC. 8. This Act shall take effect immediately.

[Chapter DXXXVI of the Statutes of California, passed at the sixteenth session of the Legislature, 1865-6.]

Sections 3584 to 3586 of the Political Code confirm the appointment of the Commissioners, and reenact all that relates to their powers contained in the above cited Act of the Legislature.

In 1866, Mr. F. L. Olmsted, one of the Commissioners originally appointed by Governor Low, resigned after returning from the East, and Mr. H. W. Cleaveland, of San Francisco, was appointed. Mr. Alexander Deering resigned in 1873, on being elected to the office of District Judge, and Mr. Edgar Mills, of Sacramento, was appointed. In 1875, Mr. George W. Coulter resigned, and was succeeded by Mr. P. D. Wigginton, of Merced, who in his turn resigned after being elected to Congress, and his place in the Board was filled by the appointment of Mr. Thomas P. Madden, of San Francisco. Since then there have been a good many vacancies caused either by deaths, resignations, or expirations of term of office, which need not be further touched upon here.

The Yosemite Valley is situated in the heart of the Sierra Nevada, about one hundred and fifty-five miles in a direct line nearly due east from the City of San Francisco. At this point, the range of mountains is a little more than seventy miles wide, and the valley lies just midway between the east and west bases. To quote from the guide book of the Geological Survey, published under authority of the Legislature, it is a nearly level area, about six miles in length, from half a mile to a mile in width, sunk almost a mile in perpendicular depth below the general level of the adjacent region, and through the center of which runs the Merced River. It may be roughly likened

to a gigantic trough, hollowed in the mountains, nearly at right angles to their general trend. This trough is quite regular, having several reentering angles and square recesses, set back, as it were, into its sides. Still, a generally northeasterly direction is maintained in the depression, until we arrive at its upper end, when it turns sharply, at right angles almost, and soon divides into three branches, through either of which we may, going up a series of gigantic steps, ascend to the general level of the Sierras. Down each of these branches, or cañons, descend streams, forks of the Merced, coming down the steps in stupendous waterfalls. At its lower end the valley contracts into a narrow gorge or cañon, with steeply inclined walls, and not having the U shape of the Yosemite, but the usual V form of California valleys. The territory embraced by the Yosemite grant comprises the whole of the valley proper, and extends back from the edge of the precipice for an average distance of one mile. This covers an area of 36,111.14 acres. The Big Tree grant, situated twelve and one half miles south from the Yosemite grant, contains 2,589.76 acres, and the two combined aggregate 38,700.40 acres, or about sixty square miles. Although the Yosemite grant covers a very extensive area, not less in fact than fifty-six square miles, very little and only about three per cent of the tract can be made useful for any other purpose than that to which the Act of Congress has devoted it, namely, as a place for "public use, resort, and recreation." All the land extending back from the edge of the bluffs, which form the limits of the valley, is high, much of it exceeding eight thousand feet, and it is either very rocky or else covered with a thick growth of heavy timber, so as to render it entirely unfit for purposes of cultivation. On the level of the valley there are only one thousand one hundred and forty-one acres, of which seven hundred and forty-five acres are meadow lands, and the remainder fern or high lands, requiring to be subdued and cultivated before they can be made available. Thus only about two per cent of the whole grant can be regarded as arable. From time immemorial the Yosemite Valley had been regarded by the Indian tribes, living on both the western and eastern slopes of the Sierras, as a stronghold or place of refuge in time of trouble, as well as a spot where a large stock of acorns could be gathered for their winter supply of food. In 1850 the white settlers who lived on the streams which head in the region, adjacent to the Yosemite, finding themselves unable to live in peace with the neighboring Indians, organized for their protection a military company under Captain Boling, who, in 1851, pursued a party of these Indians, that had been committing depredations in the lower foothills, into the mountains and into the Yosemite, where they had taken refuge. On their return the party gave an account of this wonderful valley, and others tried to find it that same year, but failed in their endeavors. In 1851 Captain Boling again went with some companions for the purpose of proving his assertions, and in 1853 Mr. Robert B. Stinson, then a resident of Mariposa, started out on a hunting expedition with a party of ten others, and in their wanderings, in search of game as well as out of curiosity, penetrated as far as the Yosemite, where they spent some time.

Mr. Wm. B. May, a former Secretary, in his report for the years 1885-6, says:

During the first five years after the grant was accepted by California the visitors to it numbered only twenty-two hundred and seventy-nine, being a yearly average of four hundred and fifty-six. The completion of the transcontinental railway at once swelled the annual number to eleven hundred and twenty-two, and the register for the present season will rise very closely to four thousand, making the total for twenty-three years rising forty thousand.

There has been no official register of the guests kept during the past two years, but the present Secretary has already applied to the Superintendent of State Printing for a mammoth register, and will instruct the Guardian to see to it that hereafter the names of all visitors to the valley shall be properly registered. It may be safely asserted, however, that the number of people who went into the valley during 1888 reached closely four thousand, as up to October seventeenth there had been two thousand two hundred persons registered at the Stoneman House, nine hundred at Barnard's Hotel, while there were between six hundred and seven hundred campers or other "go as you please" tourists. And it is proper just here to remark that, between July fifteenth and August fifteenth, five hundred and one of the above visitors were school teachers—mostly from elsewhere than California.

From 1855 to 1864, a period of nine years, the aggregate number of visitors to the valley was 653.

In 1864 it was.....	147
In 1865 it increased to.....	369
In 1866 it increased to.....	438
In 1867 it increased to.....	502
In 1868 it increased to.....	623
In 1869 (the year the overland railroad was completed) it increased to.....	1,122
In 1870 it increased to.....	1,735
In 1871 it increased to.....	2,137
In 1872 it increased to.....	2,354
In 1873 it increased to.....	2,530
In 1874 it increased to.....	2,711
In 1875 it decreased to.....	2,423
In 1876 it decreased to.....	1,917
In 1877 it decreased to.....	1,392
In 1878 it decreased to.....	1,183
In 1879 it increased to.....	1,385
In 1880 it increased to.....	1,897
In 1881 it increased to.....	2,173
In 1882 it increased to.....	2,525
In 1883 it increased to.....	2,831
In 1884 it decreased to.....	2,408
In 1885 it increased to.....	2,590

The following is an interesting tabulated list of visitors to the valley from January 1, 1883, to November 16, 1884 (inclusive), which was prepared with great care by Mr. W. E. Dennison, a former Guardian of the valley:

[illegible]

It will be seen by the foregoing that the incomparable beauties of the Yosemite have not only drawn sight-seers from all parts of our own country, but that the grandeur of its everlasting domes, the wonderful proportions of its giant trees, and the never-ending music and diapason of its cascades and cataracts have attracted people from all "civilized portions of the globe." General Walker, for a long time connected with the Interior Department, and particularly with the Census Bureau, and one of the best and most sagacious writers and calculators upon political economy that has ever lived in this country, claims that each new immigrant (figuring from an aggregate) gives a permanent addition to the commonwealth of which he becomes a part of not less than \$1,000. Dr. May, no doubt basing his mathematical conclusions upon the same or similar theory, claims that the State of California has been a gainer to the extent of \$11,000,000 from the time it accepted the Yosemite trust up to and including the year 1886. He says:

To say nothing of the glory that has fallen to us in the possession of so rich an attraction, and speaking to the subject on its lowest plane as a commonwealth contributor—of the growth it stimulates in our assessment roll—we may safely say that a low average of the amount each visitor leaves in the State would be \$250. It is certain a much larger sum would be nearer the truth, but even at that figure Yosemite has added \$10,000,000 to our taxable wealth since we accepted the trust—and for the present year the amount is \$1,000,000. With improved facilities for visiting the valley—particularly so at an earlier date in the spring time than is now practicable—and with greatly extended and improved means of entertainment to those who find their way to it, the rivulet will swell to a flood, and the four thousand of the present year, with its contribution of \$1,000,000 to our aggregate wealth, will rise to ten thousand, placing two millions and a half of treasure annually in our laps.

But, for the sake of argument, we will consider that each visitor to this grandest and most impressive scenic Mecca in the world only expends \$100 as a contribution to the State; that would have given California a circulation of nearly \$500,000 during the present year, putting the number of visitors at four thousand.

The first house built in the valley was during the autumn of 1856, and occupied a portion of the ground where Black's Hotel for a long time stood.

In the spring of 1858, a building was erected by Hite and Beardsley, who kept it as a public house during that season. It afterwards passed into the hands of Messrs. Sullivan and Cashman of San Francisco, but was still kept as an hotel from 1859 to 1861 by a Mr. Peck; and afterwards by a Mr. Longhurst.

Prior to May, 1864, the only actual settler and resident in the valley was the late Mr. J. C. Lamon, who, since 1860, had lived there uninterruptedly until his death in the spring of 1875.

There have been as many as three or four hotels kept running during the summer months for several years past, but there are at present only two upon the floor of the valley—the "Stoneman House" and "Barnard's Hotel." There is also a hotel at Nevada Falls, and one at Glacier Point. During the season just passed, no complaints of any kind concerning any person in the valley have been made either to the Guardian or the Secretary; while, upon the other hand, much that is liberal and complimentary has been said concerning the general management and accommodation of each of the houses of public entertainment mentioned. Barnard's Hotel, as is well known, has

been patched and patched until it quite resembles an architectural crazy quilt, but it is now in a good, safe, and comfortable shape, thanks to some necessary and substantial improvements that have been made during the past month. Coming to the Stoneman House, very much may be said:—It reflects great credit upon the State, which appropriated the money to build it; upon the Board of Commissioners, who saw to it that the money was expended in a strictly business-like and conscientious way; to the Committee of the Board who had general supervision, and to its management, so far, in all respects.

Nineteen out of every twenty persons familiar or unfamiliar with the valley concede that its location—all things considered—is the best that could have been made, and its general advantages are now recognized by all. Its location at the upper (or east) end of the valley has limited sunshine, however, even during the tourist season; but, on the whole, this is really a *desideratum*, from the fact that few persons visit the valley in search of sunbeams, while the rays of the imperial orb are often so severe that shadow is more sought after than the direct effects of solar heat. At any rate, it enjoys quite an excess of sunlight at midday; it is in close proximity to much of the grandest scenery of the valley, including Glacier Point, Mirror Lake, the Washington Column, North Dome, and the Half Dome, which, by the unanimous consent of cultivated travelers, *savans*, and artists, and by all men and women with the sense of sublimity in their souls, who have gazed upon it, is pronounced the most wonderful, stupendous, and mysterious object of nature upon earth. Its nearness to Mirror Lake and to Vernal Falls makes each of these noted places, as well as many proximate others, quite accessible and easy to the pedestrian, which was taken advantage of by nearly four fifths of its guests during the season just passed, while anything but riding to these points had never been dreamed of heretofore, except from the standpoint of excessive economy itself. Its vistas are only exceeded by what it might have had at a point between Yosemite Falls and the river, which situation was quickly dismissed as a locality too dangerous to be thought of—contiguous to threatened overflows in front, and to the titanic hurling of bowlders of all denominations of weight from the rear; the lower (or wide) end of the valley was intelligently objected to for many reasons, particularly the gradual filling up of the river near the lower bridge, the marshy condition of much of the surrounding country, alleged and probable real malarious emanations, and the crumbly nature of the elevations not great distances away. Of course, the habitués of the valley and the stage companies would have preferred to have had the hotel in this latter named locality, and their influence was of no indifferent kind; then, the squads who make their rendezvous at or near the neighborhood known as Barnard's, wished to have it erected above them, but not so far above them as it is.

Almost unanimously, however, the Board, after exceeding and perplexing conferences and arduous physical and topographical examinations and investigations, selected its present locality; and, now, not only a great majority of tourists, but a majority of all others who are competent to testify by their freedom from prejudice or self interest, ratify the aggregated judgment of the Commissioners. And, there it stands, surrounded by balsamic trees and aromatic shrubs, with noted earth giants all around, but removed from them sufficiently to be undisturbed by any possible convulsion of nature; an exquisite

landscape near dotted with garden and orchard and field, and a supply of nectar from an inexhaustible spring only a few hundred yards away, a credit to the State and to the Yosemite Commissioners. It is a monumental credit to the Commissioners, because they saw to it that all should be got out of the forty-thousand-dollar appropriation that was possible; and, in this connection, I would respectfully state that the contractors were made to understand and agree that only a modicum of said appropriation would be given them until the house should be completed and officially accepted. This was the result of an unanimous agreement by the Commissioners, that, under no circumstances should a deficit be incurred or the possibility of a claim be engendered. Indeed, prior to the opening of the bids each bidder was notified that before any contract would be awarded the bidder must *execute a release or assignment of all claim to any indemnity against the State based upon loss in the construction of this hotel—the "Stoneman House"*—and upon the enactment of this declaration a number of the bids were withdrawn. In this way the Board secured the State against those claims for indemnity which so commonly attend the construction of public buildings, not only noticeable in California, but in other States. Still, the contractors, Messrs. Carle, Croly & Abernethy, made and presented a protest to the Board at its last June meeting in the valley, against a certain reduction for cause of \$600, made by the Executive Committee in final settlement of the construction account, and after a careful examination of said protest the Board unanimously sustained the action of its Executive Committee.

In conclusion, I would say that while the amount expended would not admit of any enchanting architectural display, it was quite enough to rear an exceedingly pretty structure, of slightly modern gothic suspicion, three and one half stories in height, with eighty rooms, dining room accommodations for two hundred, large vestibuled parlor, capacious office, reading and writing rooms, and all modern improvements, such as bath rooms and toilet rooms, for both sexes, on the different floors. It is handsomely furnished throughout, mostly oak, with nice new mattresses, part tapestry and part body Brussels carpets (all new), etc. It has been leased by the Board, after careful and elaborate conferences, and examinations of bids and bidders, to J. J. Cook, a responsible man, and long a polite and painstaking hotel keeper in the valley, for the sum of \$100 a month, the year round, for a term of ten years, and he has already entertained nearly, or quite, two thousand two hundred people during the past season. Mr. Cook will keep at least one employé in the hotel all the year round, and the Executive Committee have insured the building for \$30,000, at an expense of \$1,050. There is an ample supply of pure water from a spring, near by, for all purposes for hotel and grounds, which was reservoired and piped, at an expense of \$5,000. Much of this water has since been piped in other directions, and there is plenty for other uses.

When Mr. Wm. Ham. Hall, the State Engineer, made his splendid report upon the "Preservation and Use of the Yosemite Valley" some years ago, he commenced with the following cautious sentence regarding the use of the word "*improvement.*"

No attempt should be made to *improve* the Yosemite Valley, in the sense we use the word in speaking of a park. In this gem of topographical carving, with its sparkling setting of snow-clad peaks, polished granite knobs, and verdure-covered ridges, the Creator has provided a magnificent jewel: one transcendently attractive simply for the reason that it represents the grand and the beautiful in nature; because it so dwarfs all which man can accomplish, all else which the individuals of mankind generally can hope to look upon. Seriously to speak of its *improvement* would be presumptuous; but, if it is to be occupied and enjoyed, there arises a duty, because it becomes a necessity, to preserve this property from defacement; for the influence of man's presence in such regions is destructive of their charms, and productive of effects which pain rather than please the beholder. Hence, I presume the object of your desires is to preserve and promote the enjoyment, on the part of the public, of this noble trust property; and with the view of assisting or sustaining you in such endeavors, I write this communication. And wherever the words *improve* or *improvement* are used herein, they are to be held as applying to works necessary for the preservation or promotion of the use of the valley.

I cordially concur with Mr. Hall, that to improve the Yosemite is something impossible for man to perform, just as no human hand can delineate the exquisite pencillings and colors of the lily. But the word *improvement* in connection with the word *preservation* is perfectly proper to be used in the sense we use it. It means the construction of bridges, drives, and trails, and the tearing down of the old unsightly buildings that have for many years done service in many ways, and the erection of substantial structures in their stead. It means the tasteful cleaning out of the underbrush and dead and dying trees, and all debris which are uninviting to the eye, and especially inviting to the match and the cigarette. It means the preservation and extension of grassy fields and meadows, here and there upon the floor of the valley, and the extermination of all coarse and undesirable weeds and shrubs. It means the regulating of the main river by systems of dredging, drainage, and embankments, and other means of protection from overflows. It means to make all the entrances into and exits from the valley perfectly safe and enjoyable at all times. It means the construction of new roads into new places which embroider the valley in all directions. It means to bring to light and accessibility a multiplicity of limpid and murmuring waters now hidden behind rocks and in shrubbery to which no footpaths have ever been made. It means, as soon as possible, the damming of Mirror Lake; and it also means, some day, bridges and hotels built of stone, and, perhaps, tramways which shall carry sight-seers rapidly to and from all salient points. A good deal has been done already, as may be seen by a perusal of antecedent reports.

Conspicuously the purchase of old claims, for which the State appropriated \$60,000, from which J. M. Hutchings received \$24,000, J. C. Lamon \$12,000, A. G. Black \$13,000, and Ira B. Folsom \$6,000, \$5,000 being returned to the Treasury; the purchase of Eagle Point Trail, Mirror Lake Trail, and Glacier Point Trail, and the Coulterville road, at an expense of nearly \$15,000; the construction of the upper and lower iron ridges, \$6,000, and the building of the Tissaack and Phono and Bridal Vail bridges, and Yosemite, Echo Wall, and Register Rock Trails at sums aggregating, at least, counting labor, tools, supplies, etc., \$18,000 more, and the building of the Stoneman House, which, with its water system and source of supply, cost \$45,000.

The good results of these expenditures upon the Yosemite, however, are to be otherwise observed on all sides: in the way of twenty odd miles of carriage roads, thirty miles of trails and footpaths, new structures, new openings, and many other things too numerous to mention here, but which add beauty and utility to the floor of the

valley, and are proving to be sources of comfort and pleasure to the habitué and to the stranger within its glorious walls. And it should be also stated that at present there are no claims, and no tolls upon an inch of road or trail within the grant, and that all of the bridges are in a splendid state of preservation, and that only one more is needed in the valley.

The appropriation of \$15,000 for "Preservation and Improvement," made by the last Legislature, upon March 17, 1887 (and which was exhausted in October, 1888), to which must be added about \$8,000 collected from "Rents and Privileges" during the year 1887-88, has been judiciously and conscientiously expended in the repairing and otherwise preserving of new trails and the construction of new roads and bridges, the erection of new stables and other buildings and the demolishing of old ones, and a multiplicity of other improvements, such as graveling roads, blowing out and removing rocks, clearing out fallen and dying trees and underbrush, the purchase of a large amount of lumber at a low rate, etc.

At the last annual meeting, held in the valley on June sixth and seventh, there was a unanimity of feeling that the old shanties and other architectural bric-a-brac, that have long done service for hotels and stables, and the like, should be torn down and the erection of the more inviting and pretentious buildings that had been recommended at other meetings should be proceeded with, and that other improvements should be made according to the wisdom of the Executive Committee and according to the balance of money on hand. The result is that during the past four months there have been many improvements carried out to completion, including an addition to Barnard's Hotel, which has cost rising \$1,000, and an abutment to the bridge adjacent. These improvements were carried on under the immediate supervision of Commissioner Chapman, who made no charges whatever for labor or time; which was a great saving to the Yosemite Funds, as Mr. Chapman possesses a good knowledge of the character of work he was willing to take charge of and knows what constitutes a fair day's labor; and, further, he is a capable engineer and surveyor, and is a cautious and conscientious man in all things and at all times. His services, therefore, were invaluable, even had they not been given without charge. The report which Commissioner Chapman made to the Executive Committee, including certain recommendations, is herewith presented:

YOSEMITE VALLEY, Cal., September 25, 1888.

To the Executive Committee of the Board of Commissioners to Manage Yosemite Valley and the Mariposa Big Tree Grove:

GENTLEMEN: Pursuant to your instructions and request, as conveyed to me in a letter from your Secretary and Treasurer, Major Ben. C. Truman, under date of July 9, 1888, wherein full authority was given me to construct certain bridges and barns, and do certain other necessary work, in Yosemite Valley, I have the honor to report that I began August first, and fully completed September 25, 1888, the following permanent improvements, to wit:

1. A broad and easy foot path from the Stoneman House, along the northerly side of the South Lamson orchard, to Moraine or Georgie Avenue bridge, beyond the stable of the Yosemite Stage and Turnpike Company, on Georgie Avenue. Distance, one half mile.
2. A road from the southeasterly corner of the South Lamson orchard to the Merced River, at lower end of the Tissaack Moraine; thence, from opposite side of river, to Tissaack Avenue, at a point east of the North Lamson orchard. Also a branch of this new road to the new stable of the Yosemite Stage and Turnpike Company. The object of this new road, with its new bridge, is to afford a direct and the shortest possible route from

the Stoneman House to Mirror Lake, while at the same time it secures easy access to the stage stable. Entire distance constructed, one and one fourth miles.

3. A new barn and coach house for the Yosemite Stage and Turnpike Company, near the new road on north side and about half way between the South Lamon orchard and Moraine bridge. The barn is forty-eight feet by sixty feet, and will stable thirty horses, besides giving ample room for hay and grain storage. The coach house will shelter four coaches; is sixteen by forty feet, and contains sleeping room for stable man. Attached to the stable is a five-board corral eighty-four by one hundred and twenty-eight feet. These buildings are entirely of new lumber.

4. A truss bridge across the Merced at the Tissaack Moraine to connect the two portions of the new avenue (Georgie Avenue). It is constructed of heavy hewn timbers, has a span of sixty-one feet, and a clear roadway of eleven feet width, and rests on substantial granite walls and granite-filled abutments. This bridge I designate the Moraine bridge on accompanying map and photograph, which see.

5. A pipe line of two-inch and one-inch pipe laid in trench twelve inches deep, to convey water from the Glacier Spring main at southeast corner of South Lamon orchard, a distance of one thousand and eighty feet to the Yosemite Stage and Turnpike Company's stable.

6. A sub-branch of the Glacier Spring main laid all around the Stoneman House with three-inch pipe, and four hydrants set up at convenient points. The same sub-main extended to the store near Stoneman House and another hydrant set up. Water can now be thrown over or upon any portion of the Stoneman House, and the grounds about the hotel can be wet down without attaching hose to standpipe of the second story as before.

7. A two-inch water pipe laid from the store at Stoneman House to Royal Arch bridge; thence across bridge to the new buildings on Royal Arch farm. Distance about two thirds of a mile.

8. A broad roadway (Royal Arch Avenue) from Stoneman House to nearest point on Merced (one sixth mile). This piece of roadway has throughout five hundred feet of its length a low wall on its easterly side to confine the filling, whereby a uniform and easy grade is made from the hotel to river.

9. At this point a truss bridge (Royal Arch bridge) of heavy hewn timbers resting on very massive granite abutments, in which fully one hundred and ten tons of granite were used; span, seventy-six feet, and twelve feet in the clear. For location and view of this bridge consult accompanying map and photograph. I would call your attention to the fact that in the building of the Moraine and Royal Arch bridges, the annoying defect of the other truss (wooden) bridges in the valley, viz.: the obstructed view caused by the truss timbers to persons sitting in carriages, has been entirely avoided.

10. From Royal Arch bridge, an extension of Royal Arch Avenue along the north bank of the Merced River to the Grand Round drive under the Royal Arches (two thirds mile), thus making the entire length of Royal Arch Avenue five sixths of a mile.

11. The Royal Arch farm buildings, located near the site of the old Lamon farm house, and consisting of barn fifty-two by one hundred feet, for fifty-two horses and provender, carriage shed sixteen by sixty feet, men's quarters and office sixteen by sixty feet, residence twenty-four by sixty feet, with veranda on the south and east sides, and an ample five-board corral. These buildings contain 10 per cent of new lumber only, the remaining 90 per cent having been obtained from the old Folsom building, Black's and Leidig's Hotel buildings, all of which, with the exception of the two-room Leidig cabin in rear of hotel, were torn down and removed.

12. A roadway branching from Glacier Avenue, under Moran's Point, and extending along south bank of Merced to the Royal Arch bridge.

13. A fence of three boards, extending from a point near and above Royal Arch bridge to southwest corner of South Lamon orchard, following alignments of wall on Royal Arch Avenue, and defining the Stoneman meadow.

14. Pruned the forest trees in front of Stoneman House, and cleared out undergrowth east of a line drawn from Royal Arch bridge northeast to Royal Arch farm.

In the construction of the two bridges the work was greatly lessened and expedited by the use of a low bed truck which I purchased in San Francisco for \$180, and a derrick, which I caused to be made in the valley. With the truck much heavier blocks of granite were brought from a greater distance in less time than could possibly have been done with a stone-boat, the only means heretofore employed for moving rock in the valley. The derrick has a forty-two-foot mast and thirty-two-foot boom, and cost \$194. Its lifting capacity is from six to eight tons, which made it an invaluable engine for placing wall rock. The truck and derrick are as good as new, and cannot fail to prove hereafter most useful additions to your equipment.

Before leaving the valley, I thought it proper to instruct the Guardian to supplement the work I had already done by extending the wings of the south abutment of the iron bridge at Barnard's Hotel, and accordingly set stakes for the work. He should have the work completed by this time.

I estimate the cost of the above enumerated improvements to be as follows:

1. Foot path—Stoneman House to Moraine bridge.....	\$36 75
2. Georgie Avenue.....	273 50
3. Yosemite Stage and Turnpike Company's stage stable and coach house.....	1,113 65
4. Moraine bridge.....	526 03
5. Pipe line to Yosemite Stage and Turnpike Company's stable.....	126 30
6. Sub-main around Stoneman House.....	241 29
7. Pipe line from sub-main to Royal Arch farm.....	391 73

8. Royal Arch Avenue—Stoneman House to Royal Arch bridge.....	168 25
9. Royal Arch bridge.....	883 45
10. Royal Arch Avenue—from Royal Arch bridge to Grand Round.....	134 00
11. Royal Arch farm buildings:	
(1) Barn and corral.....	1,936 29
(2) Carriage shed.....	
(3) Men's quarters and office.....	
(4) Residence.....	
12. Glacier Avenue branch to Royal Arch bridge.....	65 37
13. Stoneman meadow fence.....	157 75
14. Pruning and clearing.....	293 50
15. Truck.....	200 00
16. Derrick.....	210 00

By the above estimate you will discover that our appropriation is nearly exhausted, leaving no more than enough for the incidental work of closing the season; but there are so many important improvements that irresistibly crowd upon the attention of even the casual observer, and demanding a favored place in the advancement of the great trust given to our care, I cannot forbear inviting your most earnest consideration of a danger which is becoming more and more a menace to many of the improvements already in the valley. Several times during the period of my labors on your behalf, it required suddenly almost the entire force of twenty or thirty men to divert the all consuming course of forest fires on the floor of the valley. Since the annual practice of the Indians in burning off the dried grasses and leaves has been discontinued, and even forbidden by law, the accumulation of vegetable matter beneath the trees has been practically undisturbed, until a growth of young pines has sprung up all over the valley, and destroyed much fine meadow land. A camp fire carelessly left, or a match thrown among the leaves, has caused several fires within the past two or three years that could not be extinguished. They burned until the walls, the roadway, and streams defined and determined their course. Even then the flames often overlap all obstacles on a favoring wind, after having consumed in a flash the green foliage of the pines. In the absence of wind, trees thus converted into giant flashing torches, wave their destructive flames to other trees, and no efforts, however great or well directed, can stay the devouring course of the conflagration.

In only one way can this rapidly increasing danger be removed. The work of meadow reclamation should be vigorously continued. The fern lands should be relieved of their dense covering of young pines, and the unsightly undergrowth in all places sufficiently removed to enable the districting of the valley floor by means of more footpaths and avenues to exercise fully its naturally preventive influence in arresting at once an incipient fire. The work of seeding the valley from wall to wall to useful grasses will materially aid the suppression of undergrowth, and at the same time restore the landscape to its original and well-remembered beauty, but this can never be accomplished while the custom of running stock at large is permitted. To this alone is due the killing of the grasses, and the lamentable signs of negligence that have followed. There is no longer any excuse for allowing tenants to run stock outside of the ample inclosures set aside for their use.

Intelligent farming, inflexibly required of the tenant, will produce provender enough to feed not only all of the stock required for valley labor, but also the animals brought in by visitors.

The camping grounds should remain where they have been for years, beneath the Royal Arch farm and the Iron Spring on north side of the Merced River. Considerations of most beautiful surroundings, and the greatest convenience both for the camper and for those who serve him, demand it.

The rapid filling of Mirror Lake suggests the immediate need of restoring it to its former beauty, nay, even of raising a wall of sufficient height to secure a much larger lake. Its use is of equal importance with its beauty. A large and permanent reservoir is of the first value in affording a supply of water for irrigation of the valley lands. The continued destruction of timber on the Yosemite watershed outside of the grant may, at any time, with the first dry season, suddenly bring such a reservoir as suggested into requisition. Now is the time to adopt such procedures as will create such a lake and reservoir before another year shall have passed. The minor advantages to be enjoyed from such an achievement would perhaps meet with most favor in the popular judgment, viz.: the increased opportunity for the pleasures of boating, angling (and, indeed, no better natural fish hatchery could be found), and driving. I would suggest a roadway around the lake, using the wall where it occurs, and in this way open the *terra incognita* of Tenaya Cañon.

In conclusion, permit me to revert to the subject of the improvements, to whose list so many have recently been added, by emphasizing the importance of immediately adopting all precautions against their sudden destruction by fire. Much time must necessarily elapse before the removal of undergrowth can be accomplished; meanwhile it is a matter of urgency that the buildings be well insured.

And I wish to add one other statement based upon my personal and careful observation, which may be of some gratification to your committee, while it will refute some vicious charges published from time to time during the months of June, July, and August of the current year, in the "San Francisco Daily Examiner" where it was seriously alleged that much of the timber of the valley had been devastated in a wanton manner, and to the lasting disfigurement of the trust.

I went to the valley July 5, 1888, and, with but an absence of a fortnight, remained until September twenty-fifth, thus having ample time to discover the absolute untruth of the "Examiner's" charges. The appearance of the valley, by reason of the removal of certain

timber and undergrowth, as ordered, is a radical improvement, upon the beginning of which the Board of Commissioners is to be heartily congratulated.

I have the honor, gentlemen, to remain yours very respectfully,

E. W. CHAPMAN,
Commissioner.

I would respectfully invite particular attention to what Commissioner Chapman has recommended, and especially to that part touching the matter of fires and the insurance of much more of the State property (the Stoneman House is insured for \$30,000) in the valley and the cutting out of the young pines and underbrush; and I trust that the appropriation by the next Legislature may be substantial enough to cover expenses for all such work as has been recommended. And this applies with special force to the Mariposa Grove of Big Trees, which has received little or no fostering care for many years, and whose grounds are getting to be a mass of underbrush. A little work has been done in the grove during the past summer, chiefly consisting in making footpaths to and from and clearing away the underbrush and combustible weeds and shrubs around a small number of the noblest trees. Five thousand dollars should be expended upon this grove during the coming two years; and at an expense of \$400 a year, or less, the grove could be kept in splendid order thereafter.

The Board of Commissioners, at its last annual meeting in the valley recommended that the next Legislature appropriate \$25,000, for "Preservation and Improvement," in addition to the \$3,000 for traveling expenses, which latter is always necessary, as the law requires that one meeting shall be held, each year, in the valley, the expenses of which are liable to average from \$100 to \$140 for each of the nine Commissioners.

During the years 1889 and 1890 there should be a revenue from rents and privileges of about	\$8,000
The Legislature should appropriate for preservation and improvement	25,000
For traveling expenses	3,000
	<hr/> \$36,000

This should be applied about as follows:

Traveling Expense Fund (about)	\$3,000
For repair of trails and roads and buildings, etc., the amount collected from rents and buildings	8,000
For preservation and improvement in the valley	20,000
For preservation and improvement in the grove	5,000
	<hr/> \$36,000

In asking for \$25,000, the Commissioners take into consideration the fact that there must surely be considerable work done upon the banks of the river and upon the river itself during the next two years, and it very much wishes to make the improvements at Mirror Lake recommended by Commissioner Chapman. The protection from overflow must be soon made, and some dredging done at certain places in the river, or the time is not far distant when the floor of the valley will be covered with water during the season when visitors are most anxious to enter it. In this connection I submit another paragraph from the report of the civil engineer of the State which I have examined with much seriousness:

I have before noticed the fact of the bad condition and destructive tendency of the river, and doubtless you are, in a great degree at least, alive to the importance of the subject; nevertheless, a few words about some special localities and proposed remedies will not be amiss before closing this paper. Above the upper iron bridge I found the

river channel to be in especially bad condition; in fact, it is divided up, spread out, obstructed, and tortuous in its course. The result is an almost annual unregulated overflow of a large portion of the available meadow lands of the valley, and the danger of a really disastrous flood occurring each season of more than the average volume of flow. It would not be judicious, neither necessary, to build levees to prevent this; the river itself must be first brought to a good condition at least. Wherever obstructions exist below—and there are several notable ones which I have in mind now—the channel must be cleared out, either by direct labor or by such constructions as will guide the current to perform the task. Above, the waters must be brought into one channel, and that channel deepened and straightened by similar means. Training walls of stone and fine brush spurs, and cross dikes, inexpensive and simple in themselves, but to be systematically and judiciously located and cared for, will effect the purpose. Examples of the treatment of rivers of this class and character are so very numerous in engineering experience that no fear of failure need enter the minds of the most timid, as perhaps is justified, in such minds, in the case of the great rivers of our central alluvial valleys. You will probably have to do some blasting, both in removing rocks at special points and sunken tree logs; and it will be necessary to have a small flat boat or two for a hand dredge and rake, such as are frequently used on European rivers, to cut channels through the bars in guiding the currents, but beyond this and the tools your force ordinarily works with, nothing particularly expensive, except the labor, will be required. The river above the bridge and thence on down can thus be prevented from overflow, except in such years as those spoken of as “when the whole valley was filled with water” (which events, in my judgment, do not occur very often), and water can be taken from it whenever necessary for the irrigation of artificial or the flooding of natural meadows, at will.

In conclusion, I would repeat that the Yosemite is the greatest and undoubtedly the most wonderful and impressive and beautiful object in the world. I have sat at my hotel window in Chamoux and gazed for hours upon Mont Blanc, the monarch of all mountains; I have stood at the foot of Tacoma, at once the prettiest and one of the loftiest earth giants in America; I have many times been thrilled with the omnipotence of Niagara, whose majesty can never be forgotten; and I have been overcome with the enchantment one feels in the picturesque presence of the Grand Cañon of the Yellowstone. But Yosemite, with its twenty-two wonders, any one of which a man might wisely travel a thousand miles to see, surpasses all others of Nature's pieces of sublime handiwork; and I never visit it that I do not feel with indescribable impressiveness the words uttered some years ago by a distinguished writer and traveler: “My God! Self-convicted as a spendthrift in words, the only term applicable to this spot I have wasted upon minor scenes!” No eminent writer and traveler who has visited it, but has attempted to delineate its transcendent grandeur and imperishable majesty in garlands of words; and only a few years ago a well known historian declared that “Yosemite conveys to the soul of man, through the eye, what might the orchestra of Heaven, through the ear, were peals of thunder compassed into harmonious notes of music, then suddenly silenced, and followed amid instant stillness by Nature's most tiny voice.” Westminster Abbey is the one Mecca above all others that all travelers from America to Europe hasten to reach; and within its noble walls is the greatest and grandest collection of statues and dedicatory slabs and tablets of illustrious rulers and soldiers and sailors and poets and statesmen that exists in the world. It is a place of whose memories can never be effaced; it is a sanctuary in which Great Britain's great characters are religiously and impressively perpetuated in marble and bronze. There is solemnity and sublimity and a feeling of imperishability all around. But it is the work of man, after all, and will some day crumble to dust. The Yosemite was made by God, and will last forever.

Very respectfully,

BEN. C. TRUMAN,
Secretary.

SAN FRANCISCO, November 1, 1888.

TREASURER'S REPORT.

To the Honorable Board of Commissioners to Manage the Yosemite Valley and the Mariposa Big Tree Grove:

GENTLEMEN: I beg leave herewith to present my official report, briefly covering all financial transactions of the office of Treasurer, as follows:

First—Accounts of W. B. May, from November 1, 1886, to June 1, 1887.

Second—Accounts of J. M. Griffith, from June 1, 1887, to June 1, 1888.

Third—Accounts of Ben. C. Truman, from June 1, 1888, to November 1, 1888.

FIRST—W. B. MAY.

YOSEMITE FUND.

Receipts.

1886—Nov.—Cash in State Treasury, Yosemite Fund, November 1, 1886.....	\$6,200 02
1887—Jan.—From rents and privileges.....	968 62
May— " " " ".....	334 81
	<u>\$7,503 45</u>

Disbursements.

1886—Nov.—Paid vouchers 48 to 61.....	\$959 02
1887—Jan.— " " 62 to 72.....	608 99
Mar.— " " 83 to 89.....	400 00
Balance, Yosemite Fund, June 1, 1887.....	5,535 44
	<u>\$7,503 45</u>

HOTEL CONSTRUCTION FUND.

Receipts.

1886—Nov.—Cash in State Treasury, November 1, 1886, Hotel Construction Fund.....	\$31,312 50
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Disbursements.

1887—Mar.—Paid vouchers 7 and 8.....	\$8,106 70
Balance Hotel Construction Fund, June 1, 1887.....	23,205 80
	<u>\$31,312 50</u>

TRAVELING EXPENSE FUND.

Receipts.

1886—Nov.—Cash in State Treasury, Traveling Expense Fund, November 1, 1886.....	\$871 75
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Disbursements.

1887—Nil.	
Balance in Traveling Expense Fund, June 1, 1887.....	<u>\$871 75</u>

SECOND—J. M. GRIFFITH.

YOSEMITE FUND.

Receipts.

1887—June—Balance in Yosemite Fund, June 1, 1887	\$5,535 44
June—From rents and privileges	405 24
Aug.— “ “ “ “	1,307 65
Aug.— “ “ “ “	341 90
Sept.— “ “ “ “	50 00
Oct.— “ “ “ “	881 45
Nov.— “ “ “ “	23 60
1888—Jan.— “ “ “ “	300 00
“ error	02
Feb.—From rents and privileges	47 14
“ balance, Water Supply Fund	144 00
“ error	08

\$9,036 52*Disbursements.*

1887—June—Paid vouchers 130 to 145	\$1,016 53
July— “ “ 90 to 94, and 96 to 125	1,723 22
Aug.— “ “ 73 to 82, and 146 to 174	2,350 02
Oct.— “ “ 179 to 197	1,104 08
Oct.— “ “ 181 to 194 (numbers duplicated)	736 48
Nov.— “ “ 1 to 12 (new series)	752 25
1888—Jan.— “ “ 13 to 24	691 94
Apr.— “ “ 25	132 50
Balance in Yosemite Fund, June 1, 1888, as per Controller's statement	
May 12, 1888	529 50

\$9,036 52

HOTEL CONSTRUCTION FUND.

Receipts.

1887—June—Balance in Hotel Construction Fund, June 1, 1887	\$23,205 80
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Disbursements.

1887—Aug.—Paid voucher 9	\$7,795 00
1888—Jan.— “ “ 10 and 11	15,410 80

\$23,205 80

TRAVELING EXPENSE FUND.

Receipts.

1887—June—Balance in fund for traveling expenses June 1, 1887	\$871 75
July—From Act March 18, 1887, appropriating \$3,000 for 39th and 40th fiscal years	1,500 00

\$2,371 75*Disbursements.*

1887—Oct.—Paid vouchers 7 to 10	\$345 40
Dec.— “ “ 4, 5, 6, and 11	526 35
Aug.— “ “ 12 to 17	256 30
Oct.— “ “ 18 to 21	401 00
Balance in Traveling Expense Fund, June 1, 1888	842 70

\$2,371 75

PRESERVATION AND IMPROVEMENT FUND.

Receipts.

1887—July—From Act March 17, 1887 \$15,000 00

Disbursements.

1887—Aug.—Paid vouchers 175 to 177 \$6,739 49
 Balance in Preservation and Improvement Fund June, 1, 1888, as per
 Controller's statement May 12, 1888 8,260 51
 \$15,000 00

WATER SUPPLY FUND.

Receipts.

1887—July—From Act March 18, 1887 \$5,000 00

Disbursements.

1888—Jan.—Paid vouchers 1 and 2 \$4,856 00
 " Yosemite Fund 144 00
 \$5,000 00

THIRD—BEN. C. TRUMAN.

YOSEMITE FUND.

Receipts.

1888—Balance Yosemite Fund, June 1, 1888, Controller's letter, May 12, 1888 .. \$529 50
 June—From rents and privileges, Controller's dis., No. 305 140 90
 Aug.— " " " " " " 43 606 53
 Oct.— " " " " " " 69 1,200 00
 Oct.— " " " " " " 70 1,911 44
 Nov.— " " " " " " 90 7 60
 \$4,395 97
 1888—Nov.—Balance in Yosemite Fund, Nov. 1, 1888 \$4,395 97

PRESERVATION AND IMPROVEMENT FUND.

Receipts.

1888—June 1.—Balance in Preservation and Improvement Fund, Controller's
 letter, May 12, 1888 \$8,260 51

Disbursements.

1888—June—Paid vouchers 1 to 18 (new series, first) \$1,152 25
 Aug.— " " 19 to 30, and 9 to 16 (two series) 1,648 84
 Oct.— " " 17 to 32 (new series, second) 1,996 98
 Balance in Preservation and Improvement Fund, November 1, 1888 3,462 44
 \$8,260 51

TRAVELING EXPENSE FUND.

Receipts.

1888—June—Balance in Traveling Expense Fund, June 1, 1888, Controller's
 letter, May 12, 1888 \$842 70
 July—Balance of appropriation, March 18, 1887, for thirty-ninth and
 fortieth fiscal years 1,500 00
 \$2,342 70

Disbursements.

1888—July—Paid vouchers, 1 to 8 (new series, second) \$793 60
 Balance in Traveling Expense Fund, November 1, 1888 1,549 10
 \$2,342 70

	Preservation and Improvement Fund.	Yosemite Fund.	Traveling Ex- pense Fund.
1888—Nov. 1—Credit balances	\$3,462 44	\$4,395 97	\$1,549 10
<i>Approved Liabilities.</i>			
Preservation and Improvement Fund—			
August bills for labor	\$2,454 66		
Part of hotel insurance	1,007 78	3,462 44	
Yosemite Fund—			
Balance hotel insurance	42 22		
September bills	2,035 00		
October bills	1,516 48	3,593 70	
Balances, after deducting approved liabilities.	-----	\$802 27	\$1,549 10

1.—It will be seen by the above that there remains no money in the General Fund of March 17, 1887—termed on the Treasurer's Books "Preservation and Improvement Fund."

2.—It will also be seen that, with the approved liabilities (in the shape of vouchers, now with the Board of Examiners) there remains \$807 75 in the Yosemite Fund, which will be about exhausted by November bills from the Guardian of the Valley, and no collections can be made until along in 1889.

3.—The \$1,549 10 in the Traveling Expense Fund will be pretty fully drawn upon in June, 1889, and if there be a balance it will lapse.

4.—There are two reports made monthly by the Guardian of all moneys from all sources collected by that officer and sent to the Secretary and of all moneys sent him by the Secretary. Vouchers of all liabilities are made out in triplicate, one of which is sent to the Board of Examiners, one retained by the Guardian, and one retained by the Secretary. These liabilities and collections are all entered into the minutes of the Executive Committee, the collections from Guardian are sent to the Controller and their sources named, and a report made and copy of letter preserved in a letter book. All transactions are entered in detail in a journal and then carried to a ledger, so that a loss to the State of any Yosemite moneys is an absolute impossibility.

5.—The records and all other books, reports, vouchers, etc., are in custody of the Secretary and Treasurer, and may be seen at any time by any person, officially or otherwise.

6.—At a meeting of the Board, held in San Francisco on the thirteenth and fourteenth of November, 1888, the following resolution was passed unanimously: *That this Commission WILL SECURE at the hands of a Legislative Committee a full and exhaustive inquiry into the administration of the affairs of the Yosemite Valley and the Mariposa Grove of Big Trees.*

7.—And at the same meeting, the following resolution was also unanimously passed: That this Commission hereby request the Governor of the State to recommend, in his annual message, the appropriation by the Legislature of such sum as in his judgment will be adequate for the preservation of the valley and grove and for the completion and further progress of its improvement.

Respectfully submitted by order of the Board.

BEN. C. TRUMAN,
Treasurer.

SAN FRANCISCO, November 15, 1888.

BIENNIAL REPORT

OF THE

STATE BOARD OF FISH COMMISSIONERS

OF THE

STATE OF CALIFORNIA,

FOR THE

YEARS 1886-1888.

COMMISSIONERS.

JOSEPH ROUTIER, Sacramento, President.

J. DOWNEY HARVEY, Los Angeles, Secretary.

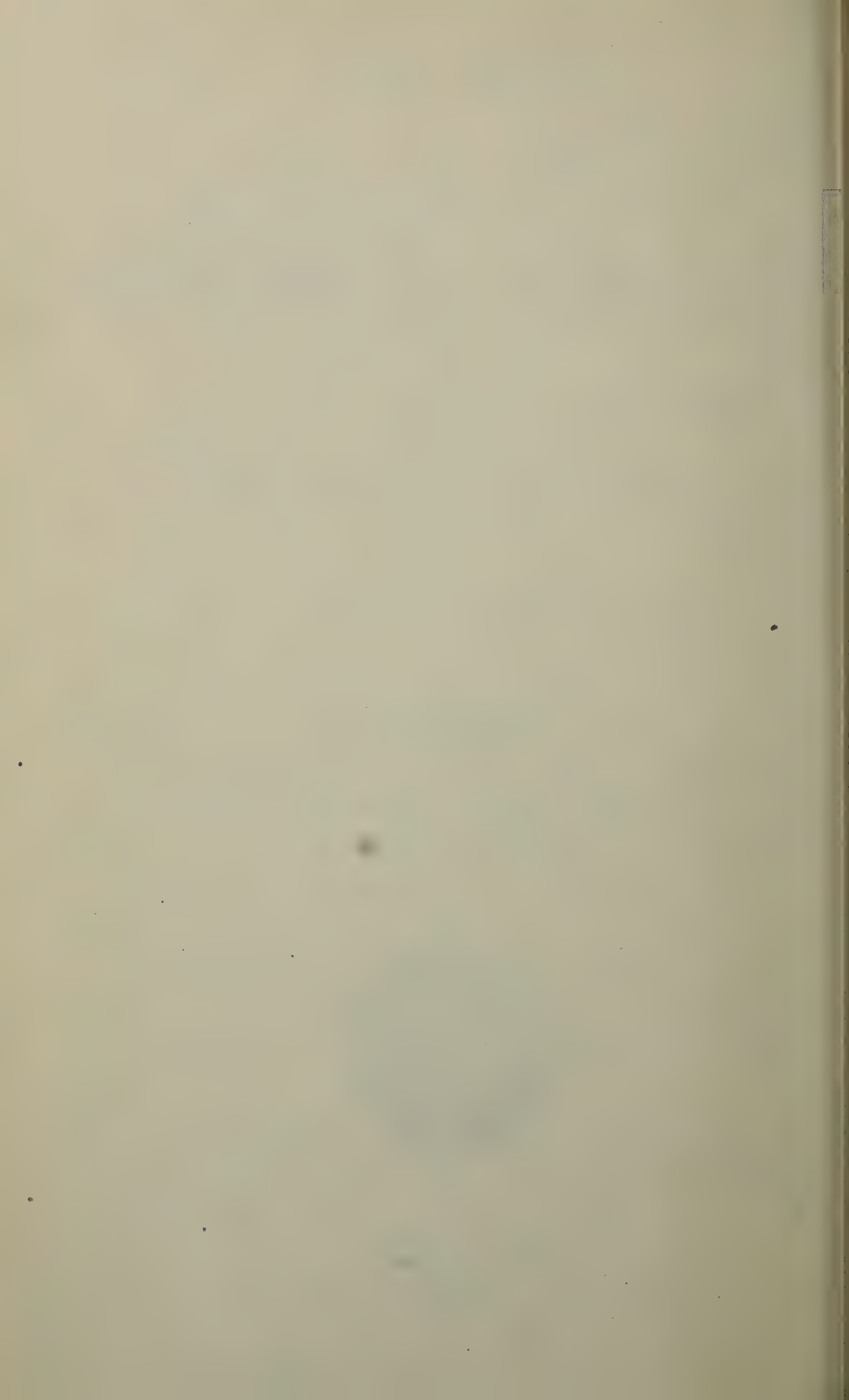
CHARLES JOSSELYN, San Francisco.



SACRAMENTO:

STATE OFFICE, : : : J. D. YOUNG, SUPT. STATE PRINTING.

1888.



REPORT.

Honorable R. W. WATERMAN, Governor of the State of California:

SIR: As required by law, the State Board of Fish Commissioners herewith present their report of the transactions and disbursements of the Commissioners during the thirty-eighth fiscal year, ending June 30, 1887, and the thirty-ninth fiscal year, ending June 30, 1888.

Governor Washington Bartlett, on March 12, 1887, appointed Joseph Routier a member of the Board to succeed R. H. Buckingham, term expired, and J. Downey Harvey to succeed A. B. Dibble, term expired, both of whom were subsequently confirmed by the Senate. Messrs. Routier and Harvey, together with T. J. Sherwood, constituting the State Board of Fish Commissioners, organized on the twenty-fourth day of March, 1887, by electing Joseph Routier, President, and T. J. Sherwood, Secretary and Treasurer. The Board immediately entered upon a vigorous prosecution of the work of the Commission. The various subordinate officers, necessary to a discharge of the important duties of the Commission, were appointed, and the members of the Board looked forward to the accomplishment of many important results to the fishery interests of the State.

The work of the Commission was progressing very satisfactorily, until disturbed by the attempt on your part to reorganize the Commission by placing thereon persons of your own selection. This attempted removal of the members of the Commission (Routier and Harvey) discredited the acts of the Commission, destroyed public confidence in the legality of their official acts, and defeated all efforts to an efficient discharge of their duties. That the legal status of the Board might be determined, Mr. J. D. Redding, who had been appointed by you to succeed Commissioner Routier, obtained the permission of the Attorney-General to bring an action in the name of the people to oust Mr. Routier, but after suffering the action to remain in the Courts for several months, he caused it to be dismissed. Subsequently, the State Board of Examiners, moved by the clamor of claimants who had furnished supplies, or rendered services to the State, agreed that the question as to who were entitled to act as the State Board of Fish Commissioners should be submitted to the Attorney-General, and that the opinion of that officer should be binding upon the Board of Examiners until overruled by the Courts.

This course of the Board of Examiners was rendered necessary by the action of Messrs. Redding and Orr claiming under a commission issued by you, setting up a rival Board, and pretending to be the State Board of Fish Commissioners, and assuming to discharge the duties of such Commissioners. These gentlemen were subsequently reinforced by Mr. Charles Josselyn, appointed by you to succeed Commissioner T. J. Sherwood, resigned.

The Attorney-General in due time filed his opinion with the State Board of Examiners, affirming that the State Board of Fish Commissioners legally consisted of Messrs. Joseph Routier, J. Downey Harvey, and Charles Josselyn. Notwithstanding this opinion of the Attorney-General, and the previous agreement between the Board of Examiners and the rival Boards,

Mr. Josselyn, as to whose right to the office no question existed, refused, and still refuses, to act with the majority of the Board.

These actions practically destroyed, for a time, the usefulness of the Board, and makes it impossible for us to lay before you any extended records of its labors. Discouraging as have been the obstructions thrown in our way, we have endeavored to protect and advance the interests of the State committed to our care, and believe that we have not been altogether unsuccessful in our efforts.

FISHING INTERESTS IN GENERAL.

The fishery interests of the State are in a comparatively satisfactory condition.

The salmon spring run of 1887 was quite small, as was also that of 1888. The fall run of 1887 did not show any improvement. The August run of this year was abundant. The supply of shad has been very large, and will increase materially each year. The supply of carp has been enormous, being found in all the rivers and waters of the State. The catch of sturgeon during the last and present year has been small. This must be attributed to the continued indiscriminate and criminal slaughter made by the Chinamen and other fishermen. Special efforts have been made to stock the rivers and lakes with the various species of trout. In these efforts we have been quite successful, as evidenced by the astonishment of many at finding them abundant in streams to which they had for years been strangers. Black bass have been distributed in different places throughout the State. The increase of this fish at Crystal Springs, San Mateo County, has been rapid, and is the source from which our supply has been obtained.

PATROL AND PROTECTION.

As in previous years, the patrol boat has been maintained upon the rivers and bays. That its work has been effective has been shown by the large number of arrests and convictions for violations of the fish laws of the State. The service, however expensive, is absolutely necessary to the protection of the fish interests of the State. The receipts into the State Treasury from fines for violations of fish laws amounted during the thirty-eighth fiscal year to \$183 66, and for the thirty-ninth fiscal year to \$1,751 98.

SEALS AND SEA LIONS.

We respectfully repeat the recommendations of the last report of the Fish Commissioners, as follows: These aquatic animals are a serious detriment to the fish interests of the State. They sit at the entrance of Golden Gate as royal toll gatherers, and take the lion's share of the schools of the finny tribe, as they pass from the broad Pacific into the bay of San Francisco, preparatory to an ascent of our rivers. In the opinion of the Commission, they are great destroyers of the salmon. They appear to be more numerous at Seal Rock, and around the entrance of San Francisco Bay, than in former years, owing, no doubt, to the fact that the fishermen have driven them with their nets from Suisun and San Pablo Bays. They not only guard the entrance of San Francisco Bay, but are found at the entrance of Monterey, Bolenas, Point Arena, Tomales, and Shoalwater Bays. This and former Commissions and the public press have repeatedly invoked legislative action to prevent the immense destruction of fish constantly going on and increasing by these worthless animals. It is highly important to our citi-

zens to have the food of which they are so deprived, and in their behalf remedial legislation is again urgently demanded.

STEAM LAUNCH.

The steam launch "Governor Stoneman," constructed at a cost of over \$4,000, has been found useless for the service for which it was intended. We have, in the interest of economy and an efficient service, laid it up, and used in its stead for patrol purposes a sloop rented and operated for a sum much less than the cost of running the launch. The main objection to the launch is that its approach can be discerned by those engaged in illegal fishing, at such distances as to enable them to escape detection in their criminal acts. We recommend that the "Governor Stoneman" be disposed of, as it is a bill of expense to the Commission.

SHEBLEY HATCHERY.

This hatchery was established in May, 1883. During that year there were hatched and distributed over ninety-five thousand trout. The output for 1887 was two million. During this year, up to the present time, fifty thousand. In addition to this trout hatchery, Captain Todman, with the authority of the Commission, established one at Lake Bigler, and hatched and released over five hundred thousand during the year 1887. The Commission this year rented the hatchery, and up to the present time have hatched and are distributing over six hundred thousand trout. The Commission contemplated the building of a trout hatchery at Donner Lake, but owing to the complications in which we found ourselves, were compelled to forego this intention. We believe that a hatchery should be constructed at that place, and so recommend.

STATE SALMON HATCHERY.

In March, 1885, the Legislature passed a bill, authorizing the Board of Fish Commissioners to erect and maintain a State Salmon Hatchery, and appropriated therefor the sum of \$10,000. The site was selected and the hatchery erected during the term of office of our predecessors. The great expectations indulged in by the previous Commission have not been realized. An experience of two years has convinced us that the selection was an unfortunate one. During 1887 but two hundred thousand salmon were hatched. During the previous years, as I have been informed, a less number were hatched.

The location on Hat Creek is too high up in the river, and the salmon do not reach there until October, after the spawning season is over. Moreover, the climate is too severe, and the cost of maintaining the hatchery during the winter season too heavy. The distance of the hatchery from railroad communication—eighty miles—is another substantial objection to the site. We have abandoned its use and removed all the portable apparatus to Sisson, where a temporary hatchery has been established at a cost of \$1,500.

The United States Fish Commission will furnish us all the eggs that we can handle. This will enable us to hatch and release about two million salmon during the present year.

DAMS AND FISH LADDERS.

Much has been accomplished towards securing observance of the law requiring the construction of fishways, so as to permit the free passage of fish. However, in a few instances, resistance has been made, and in one case, after the arrest and conviction of the offending parties, in the Justice's Court, an appeal was taken to the Superior Court, where it now rests.

APPROPRIATIONS AND EXPENSES.

The Legislature, at its last session, appropriated for the use of the Commission during the thirty-ninth fiscal year the sum of \$7,500; and for the fortieth fiscal year the sum of \$7,500. These appropriations, with the moneys received from licenses and fines, have been sufficient for the work of the Commission.

A detailed statement of the disbursements is herewith transmitted. Also a statement of moneys disbursed on account of certain deficiency claims allowed by the Legislature.

FISHERMEN'S LICENSES.

Under an Act of the Legislature, approved March 21, 1887, all persons engaged in the vocation of fishing were required to take out a license. The licenses and classes were arranged as follows: Class A (less than three men using one boat), \$5 00; Class B (three men), \$7 50; and for each additional man, \$2 50. The receipts from licenses for the thirty-eighth fiscal year amounted to \$2,100; and for the thirty-ninth fiscal year, \$2,708 70.

We have met with many difficulties in our efforts to enforce this license tax. The fact that no penalty is provided by the Act for failing to take out the required license, has led to the release of some offenders by Justices of the Peace, who held that no punishment could be inflicted upon those who refuse or neglect to obey the law. This, in spite of the fact that a penalty is provided by Section 435 of the Penal Code. The number of licenses of the different classes sold, and the receipts therefrom during the year 1887, were as follows:

CLASS.	Number Sold.	Amounts Received.
A -----	651	\$3,255 00
B -----	17	127 50
C -----	33	330 00
D -----	45	562 50
E -----	2	30 00
	748	\$4,305 00

Of this amount—\$4,305—the sum of \$492 30 was deducted as commissions allowed by law for the collection of the licenses, leaving \$3,812 70 as the net amount paid into the State Treasury from this source during the year stated. The receipts for the present year will be considerably less, owing partly to the disorganized condition of the Commission during the early part of the fishing season. Also the action of certain of the Courts, as detailed above.

LAWS RECOMMENDED.

The following recommendations of our predecessors in office, contained in their last report, are renewed: "The close season for salmon should be enlarged. It is now between the thirtieth day of August and the first day of October. It should be from the first day of August to the first day of October. The Commission earnestly recommends legislative remedial action to prevent the destruction of fish by seals and sea lions." We further recommend, for the reasons stated in another portion of this report, that the License Act be amended so as to declare the penalty for its violation. We also recommend that a law be passed providing for the confiscation and destruction of all unlawful nets or seines taken with persons arrested for illegal fishing. The possession of fish out of season, or fish of under size, should be made a misdemeanor. Some legislation should be had regarding the taking of immature fish, and defining "immature fish," at least so far as it concerns salmon, shad, sturgeon, and trout.

Respectfully submitted.

JOSEPH ROUTIER, President.

J. DOWNEY HARVEY, Secretary.

OCTOBER 1, 1888.

EXPENDITURES

During the Thirty-eighth Fiscal Year, ending June 30, 1887, chargeable against the Appropriation for the Restoration and Preservation of Fish within the waters of the State.

To appropriation (General Appropriation Bill, Statutes of California, 1885, page 85)		\$5,000 00
To additional appropriation, March 15, 1887 (Statutes, 1887, page 156)		405 18
<i>By Expenditures.</i>		
Warrant No. 558—To J. Shebley, salary and expenses, July 1 to 16, 1886	\$83 35	
To William Shebley, labor and expenses	59 05	
		\$142 40
Warrant No. 2682—To A. B. Dibble, traveling and other expenses	\$93 00	
To R. H. Buckingham, traveling and other expenses	45 15	
To Murcken & Knoch, supplies	7 47	
To J. H. Hartin, salary and expenses of Chief of Patrol	160 70	
To John Cropper, salary, watchman "Governor Stoneman"	30 00	
To Dennis & Fitzwater, supplies	32 38	
To Caledonian Insurance Co., insurance on hatchery at Hat Creek	96 00	
To Huntington, Hopkins & Co., supplies	12 56	
To payroll, July, 1886	120 00	
		597 26
Warrant No. 3952—To A. B. Dibble, traveling and other expenses	\$104 00	
To Goodall, Perkins & Co., 500 gallons of water	2 50	
To R. H. Buckingham, traveling and other expenses	73 35	
To Sullivan & Co., supplies	29 75	
To Murcken & Knoch, supplies	17 36	
To J. Shebley, salary and expenses	224 50	
To J. H. Hartin, salary and expenses, Chief of Patrol	296 00	
To Charles J. Hendery, supplies	13 00	
To W. T. Garratt, repairs for "Governor Stoneman"	5 50	
To payroll, August, 1886	263 34	
		1,029 30
Warrant No. 4356—To S. P. Maslin, salary of Assistant Secretary and Treasurer, months of July, August, and September, 1886		90 00
Warrant No. 4366—To Dennis & Fitzwater, supplies	\$52 72	
To A. B. Dibble, traveling and other expenses	76 00	
To J. McArthur, supplies	8 66	
To Florin Bros., supplies	12 00	
To Burns & Kneass, supplies	103 50	
To I. N. Gill, supplies	10 25	
To Murcken & Knoch, supplies	36 10	
To payroll	238 50	
		537 73
Warrant No. 4710—To R. H. Buckingham, traveling and other expenses	\$179 80	
To Dennis & Fitzwater, supplies	22 88	
To Marysville Coal Gas Co., 1 barrel coal tar	6 00	
To J. H. Hartin, supplies and repairs, "Governor Stoneman"	138 50	
To J. H. Hartin, salary and expenses, Chief of Patrol, September, 1886	346 50	
		693 68
Amount carried forward	\$3,090 37	\$5,405 18

EXPENDITURES—Continued.

Amount brought forward		\$3,090 37	\$5,405 18
Warrant No. 5429—To A. B. Dibble, traveling and other ex- penses	\$80 00		
To Bidwell Bros., supplies	17 60		
To R. H. Buckingham, traveling and other expenses	94 20		
To Fall River Mills, supplies	19 77		
To J. Shebley, labor and expenses, October, 1886	147 45		
To Murcken & Knoch, supplies	22 16		
To payroll, October, 1886	229 00		
		610 18	
Warrant No. 5430—To S. P. Maslin, salary, October, 1886		30 00	
Warrant No. 6543—To S. P. Maslin, salary as Assistant Secretary, November, 1886		30 00	
Warrant No. 6544—To J. H. Miller, clerical services		25 00	
Warrant No. 6823—To S. P. Maslin, salary as Assistant Secretary, December, 1886		30 00	
Warrant No. 6829—To R. H. Buckingham, traveling and other expenses	\$46 00		
To A. B. Dibble, traveling and other ex- penses	83 00		
To J. McArthur, supplies	5 00		
To W. J. McDowell, supplies	31 00		
To W. H. Schnittger, wood and hauling	22 00		
To H. Buckingham, watchman "Gov- ernor Stoneman," November, 1886	30 00		
To Murcken & Knoch, supplies	41 76		
To Dennis & Fitzwater, supplies	80 60		
To payroll November, 1886	241 50		
		580 86	
Warrant No. 7347—To T. J. Sherwood, traveling and other expenses	\$62 40		
To T. J. Sherwood, traveling and other expenses	52 90		
To A. B. Dibble, traveling and other expenses	96 25		
To H. Buckingham, watchman "Gov- ernor Stoneman," December, 1886	30 00		
To C. W. Pierce	4 65		
To Murcken & Knoch	26 57		
To payroll December, 1886	187 75		
		460 52	
Warrant No. 7453—To Black Diamond Coal Mining Company, coal		95 80	
Warrant No. 8956—To H. Woodson, 70,000 trout eggs	\$100 00		
To A. B. Dibble, traveling and other expenses	96 25		
To Murcken & Knoch, supplies	6 15		
To payroll January 1 to 15, 1887	153 20		
	\$355 60		
Less deficiency in appropriation	308 33		
		47 27	
Warrant No. 13163—To J. H. Hartin, salary and expenses Chief of Patrol, December, 1886	\$65 00		
To H. F. Johnson, supplies	3 85		
To Dennis & Fitzwater, supplies	28 00		
		96 85	
Warrant No. 13164—To balance due on deficiency claims shown in Warrant No. 8956		308 33	
			\$5,405 18

EXPENDITURES

During the Thirty-ninth Fiscal Year, ending June 30, 1888, chargeable against the Appropriation for the Restoration and Preservation of Fish in the waters of the State.

To appropriation (Statutes of California, 1887, page 215)-----		\$3,750 00
<i>By Expenditures.</i>		
Warrant No. 1498—To J. W. Willage, services as Chief of Patrol, July, 1887-----	\$33 33	
To J. W. Willage, provisions, etc.-----	61 30	
To J. W. Willage, rent and repairs to sloop-----	124 90	
To J. W. Willage, expenses and board--	24 75	
To John S. Benn, boat hire, etc.-----	85 60	
To Catania & Carlett, boat hire, etc.---	59 00	
To W. S. Shebley, labor at hatchery-----	74 00	
To Frank Sherwood, cook on boat-----	33 00	
To William Haven, cook on boat-----	5 50	
To Walter Markham, deckhand-----	34 00	
To W. E. Elliott, Captain of boat-----	60 00	
To Orson Elliott, watchman on boat-----	16 66	
To John Howard, deckhand-----	16 66	
To John Richardson, pilot-----	22 50	
To John F. Moody, removing obstruc- tions-----	20 00	
To T. J. Sherwood, expenses as Commis- sioner-----	102 05	
To J. Routier, expenses as Commissioner--	51 90	
To J. Downey Harvey, expenses as Com- missioner-----	46 00	
To Le Count Bros., lithographing.-----	40 00	
To Black Diamond Coal Company, coal.---	95 85	
		\$1,007 00
Warrant No. 1955—To J. W. Willage, rent of sloop, July, 1887.---	\$60 00	
To J. W. Willage, traveling expenses--	23 50	
To J. W. Willage, traveling expenses-----	11 00	
To Walter Markham, cook on boat-----	40 00	
To Orson Elliott, deckhand-----	50 00	
To John Howard, mate-----	50 00	
To W. E. Elliott, pilot-----	60 00	
To J. W. Willage, services as Chief of Patrol-----	100 00	
To J. W. Willage, expenses in trials-----	10 00	
To J. W. Willage, provisions, etc.-----	79 10	
To J. W. Willage, rent and expenses of sloop-----	50 00	
		533 60
Warrant No. 4222—To J. W. Willage, salary and expenses.---	\$283 50	
Warrant No. 4223—To J. W. Willage, rent of sloop-----	60 00	
Warrant No. 4224—T. J. Sherwood, expenses as Commis- sioner-----	76 70	
Warrant No. 4225—To J. Routier, expenses as Commissioner.---	75 80	
Warrant No. 4226—To Marysville "Appeal," printing.-----	50 00	
		501 00
Warrant No. 4945—To Orson Elliott, labor on patrol boat---	\$50 00	
Warrant No. 4946—To Walter Markham, labor on patrol boat---	50 00	
Warrant No. 4947—To John Howard, labor on patrol boat---	50 00	
Warrant No. 4948—To W. E. Elliott, labor on patrol boat---	60 00	
Warrant No. 4949—To J. W. Willage, salary, expenses, and supplies-----	191 75	
Warrant No. 4950—To T. J. Sherwood, expenses as Commis- sioner-----	104 50	
Warrant No. 4951—To J. Routier, expenses as Commissioner.---	89 50	
Warrant No. 4952—To J. F. Cunningham, supplies-----	34 97	
		630 72
Warrant No. 7285—To J. W. Willage, salary and expenses.---	\$173 50	
Warrant No. 7286—To John F. Moody, expenses serving papers-----	7 50	
Warrant No. 7287—To J. Routier, expenses as Commissioner.---	35 80	
Amount carried forward-----	\$2,673 12	\$3,750 00

EXPENDITURES—Continued.

Amount brought forward	\$2,673 12	\$3,750 00
Varrant No. 7288—To J. Downey Harvey, expenses as Commissioner.....	\$44 00	
Varrant No. 7289—To T. J. Sherwood, expenses as Commissioner.....	107 20	
Varrant No. 7290—To Westgate, Ruble & Co., supplies for sloop	54 40	
	422 40	
Warrant No. 10049—To Mrs. J. W. Willage, expenses of J. W. Willage, deceased	88 90	
Warrant No. 12546—To Mrs. J. W. Willage, labor and supplies furnished by J. W. Willage, deceased.....	16 00	
Warrant No. 12547—To J. Downey Harvey, expenses as Commissioner.....	83 00	
Warrant No. 12548—To J. Routier, expenses as Commissioner.....	162 45	
Balance on hand July 1, 1888.....	304 93	
		\$3,750 00

EXPENDITURES

During the Thirty-ninth Fiscal Year, ending June 30, 1888, chargeable against the Appropriation for the Support and Maintenance of State Hatcheries.

By appropriation (Statutes of California, page 215)		\$3,750 00
<i>By Expenditures.</i>		
Warrant No. 1954—To J. Shebley, salary and expenses at hatchery	\$309 75	
Warrant No. 4953—To J. Shebley, salary and expenses at hatchery	168 54	
Warrant No. 4954—To E. W. Hunt, salary at hatchery	60 00	
Warrant No. 4955—To Frank Sherwood, salary at hatchery	50 00	
Warrant No. 4956—To Murcken & Knoch, supplies	16 21	
Warrant No. 4213—To W. H. Shebley, distributing fish	158 10	
Warrant No. 4214—To J. Shebley, distributing fish, and salary, etc.....	187 19	
Warrant No. 4215—To E. C. Ross & Co., pipe, etc.....	58 60	
Warrant No. 4216—To E. W. Hunt, labor.....	57 30	
Warrant No. 4217—To W. F. Sherwood, cook	36 70	
Warrant No. 4218—To Murcken & Knoch, repairs.....	50 00	
Warrant No. 4219—To E. B. Bainbridge, groceries.....	40 91	
Warrant No. 4220—To M. Kerney, meats	11 75	
Warrant No. 4221—To T. J. Sherwood, traveling expenses	76 70	
Warrant No. 7291—To E. B. Bainbridge, supplies.....	64 38	
Warrant No. 7292—To M. Kerney, meats	6 40	
Warrant No. 7293—To William Schnittger, teaming	11 50	
Warrant No. 7294—To Frank Sherwood, cook	50 00	
Warrant No. 7295—To E. W. Hunt, labor	60 00	
Warrant No. 7296—To J. Shebley, salary as Supt., and supplies	126 85	
Warrant No. 7297—To J. S. Benn, fish and expenses	164 70	
Warrant No. 7298—To W. H. Shebley, salary and expenses as Supt., distributing fish	433 85	
Warrant No. 9380—To E. B. Bainbridge, supplies.....	35 94	
Warrant No. 9381—To E. W. Hunt, labor.....	50 00	
Warrant No. 9382—To W. F. Sherwood, cook.....	40 00	
Warrant No. 9383—To Murcken & Knoch, supplies	5 85	
Warrant No. 9384—To W. H. Shebley, salary as Supt., and expenses.....	71 60	
Warrant No. 11592—To W. H. Schnittger, supplies	27 00	
Warrant No. 11593—To W. F. Sherwood, cook	40 00	
Warrant No. 11594—To E. W. Hunt, labor	50 00	
Warrant No. 11595—To Murcken & Knoch, supplies	8 25	
Warrant No. 11596—To E. B. Bainbridge, supplies	26 05	
Warrant No. 11597—To W. H. Shebley, supplies, etc.....	85 85	
Warrant No. 11598—To J. Shebley, services and expenses	52 08	
Warrant No. 11599—To E. B. Bainbridge, supplies	13 70	
Warrant No. 12564—To W. H. Shebley, salary and expenses as Supt.	68 15	
Warrant No. 12565—To E. W. Hunt, salary and expenses	56 21	
Warrant No. 12568—To E. B. Bainbridge, supplies	22 88	
Warrant No. 12569—To Murcken & Knoch, supplies	5 08	
Warrant No. 12570—To W. F. Sherwood, cook	40 00	
Balance on hand July 1, 1888.....	851 93	
		\$3,750 00

EXPENDITURES

During the Thirty-eighth Fiscal Year, ending June 30, 1887, chargeable against the Fish Commission Fund.

By receipts into the fund, thirty-eighth fiscal year.....		\$2,283 66
<i>By Expenditures.</i>		
Warrant No. 14887—To Le Count Bros., record and account books	\$6 00	
To C. H. Evans, repairs to steamer "Governor Stoneman"	41 96	
To Charles J. Hendery, supplies for steamer	5 00	
To Charles J. Hendery, supplies for steamer	9 00	
To Orson Elliott, labor on steamer....	23 50	
To John Howard, labor on steamer....	23 50	
To William Havens, labor on steamer..	18 00	
To John Richardson, pilot	37 50	
To Alexander Harper, labor on steamer	31 25	
To J. W. Willage, expenses moving "Governor Stoneman"	53 30	
To J. W. Willage, provisions, etc., for steamer	23 70	
To J. W. Willage, salary as Chief of Patrol	70 00	
To Pacific Printing House, printing license blanks	30 00	
To H. Buckingham, watchman steamer "Governor Stoneman"	20 00	
To J. Routier, expenses as Commissioner	135 20	
To T. J. Sherwood, expenses as Commissioner	84 50	
		\$613 01
Warrant No. 15683—To G. A. Gillespie, fees in cases of illegal fishing.....	12 00	
Warrant No. 15684—To Jim Chin, services as interpreter in cases of illegal fishing.....	6 00	
Warrant No. 15826—To J. W. Kerns, stove, etc., for steamer "Governor Stoneman"	\$16 75	
To J. S. Benn, rent of plunger, etc....	10 00	
To T. W. O'Neil, tin tags for licenses..	546 00	
To J. W. Willage, expenses as Chief of Patrol	49 88	
To J. W. Willage, supplies for steamer..	34 75	
To Westgate, Ruble & Co., supplies for steamer	65 87	
To John Howard, deckhand	50 00	
To Orson Elliott, watchman on steamer	50 00	
To William Havens, cook on steamer..	40 00	
To C. A. Sweeney, expenses in cases of illegal fishing.....	14 85	
To D. D. Willis, expenses in cases of illegal fishing.....	9 00	
To J. R. Lewis, expenses attending meeting of the Board as License Collector	20 00	
To J. W. Willage, salary as Chief of Patrol	100 00	
To John Richardson, salary as pilot..	75 00	
To A. Harper, salary as engineer of steamer "Governor Stoneman"	75 00	
To Charles Chinn, services as interpreter in trials for illegal fishing....	3 00	
To G. H. Kinloch, Constable fees in cases of illegal fishing	13 20	
To J. Downey Harvey, expenses as Commissioner	140 00	
To Joseph Routier, expenses as Commissioner	121 85	
Amount carried forward		\$631 01
		\$2,283 66

EXPENDITURES—Continued.

Amount brought forward		\$631 01	\$2,283 66
To T. J. Sherwood, expenses as Commissioner.....	101 15		
To J. R. Lewis, expressage, etc., for License Collector	5 90		
		1,546 20	
Balance on hand July 1, 1887		196 45	
			\$2,283 66

EXPENDITURES.

During the Thirty-ninth Fiscal Year, ending June 30, 1888, chargeable against the Fish Commission Fund.

By balance on hand July 1, 1887			\$106 45
Receipts into the fund, thirty-ninth fiscal year			4,460 68
<i>By Expenditures.</i>			
Warrant No. 1500—To R. C. Carter, stovepipe	\$2 00		
To A. Harper, engineer on steamer	15 00		
To S. T. Hadley, blacksmithing	5 00		
To J. W. Willage, traveling expenses	21 00		
To J. W. Willage, block and tackle	1 75		
To J. W. Willage, traveling expenses	36 00		
To J. W. Willage, provisions, etc.	29 60		
To J. W. Willage, rent of sloop	50 00		
To Orson Elliott, services as watchman on steamer	41 69		
To Frank Sherwood, services as cook ..	31 51		
To John Howard, services as deckhand ..	41 69		
To John Richardson, services as pilot ..	62 50		
To J. S. Benn, seven days labor	21 00		
To Le Count Bros., stationery	11 25		
To J. S. Benn, fish net, tank, etc.	41 45		
To J. Routier, expenses, etc., as Commissioner	132 50		
To T. J. Sherwood, expenses, etc., as Commissioner	157 20		
To J. W. Willage, services as Chief of Patrol	83 35		
		\$784 49	
Warrant No. 4535—To J. Shebley, labor and expenses		236 62	
Warrant No. 4536—To John Koon, expenses in arrests for illegal fishing	\$14 50		
Warrant No. 4537—To J. W. Willage, services as Chief of Patrol	66 67		
Warrant No. 4538—To John Howard, services as deckhand ..	33 34		
Warrant No. 4539—To Orson Elliott, services as watchman on steamer	33 34		
Warrant No. 4540—To J. Routier, expenses, etc., as Commissioner	162 05		
Warrant No. 4541—To T. J. Sherwood, expenses, etc., as Commissioner	87 40		
Warrant No. 4542—To T. J. Sherwood, expenses, etc., as Commissioner	65 00		
Warrant No. 4543—To A. B. Dibble, expenses and printing, suit of People vs. Dobbins	32 75		
Warrant No. 4544—To J. Downey Harvey, expenses, etc., as Commissioner	20 00		
Warrant No. 4545—To John Koon, expenses in arrests for illegal fishing	6 00		
		521 05	
Warrant No. 4943—To J. Routier, per diem as Commissioner	\$65 00		
Warrant No. 4944—To T. J. Sherwood, per diem as Commissioner	70 00		
		135 00	
Amount carried forward		\$1,677 16	\$4,567 13

EXPENDITURES—Continued.

Amount brought forward		\$1,677 16	\$4,567 13
Warrant No. 5909—To J. Routier, per diem as Commissioner	\$75 00		
Warrant No. 5910—To T. J. Sherwood, per diem as Commissioner	90 00		
		165 00	
Warrant No. 7281—To T. J. Sherwood, per diem as Commissioner	\$55 00		
Warrant No. 7282—To J. Routier, per diem as Commissioner	35 00		
Warrant No. 7283—To J. Downey Harvey, per diem as Commissioner	15 00		
Warrant No. 7284—To Westgate, Dozier & Co., supplies	23 35		
		128 35	
Warrant No. 9385—To J. Downey Harvey, expenses, etc., as Commissioner		74 00	
Warrant No. 9386—To T. J. Sherwood, expenses, etc., as Commissioner		73 90	
Warrant No. 10031—To J. Routier, expenses, etc., as Commissioner		30 20	
Warrant No. 11587—To Murcker & Knoch, supplies for hatchery at Hat Creek		5 15	
Warrant No. 11588—To W. F. Sherwood, labor, etc., for hatchery at Hat Creek		24 55	
Warrant No. 11589—To W. H. Shebley, salary and expenses as Superintendent of Hatchery		66 25	
Warrant No. 11590—To W. F. Sherwood, services as cook at hatchery		40 00	
Warrant No. 11591—To W. H. Schnittger, services as watchman, etc., at hatchery		24 50	
Warrant No. 12571—To L. Meyer & Co., supplies to Chief of Patrol		4 25	
Balance on hand July 1, 1888		2,253 82	
			\$4,567 13

DEFICIENCIES

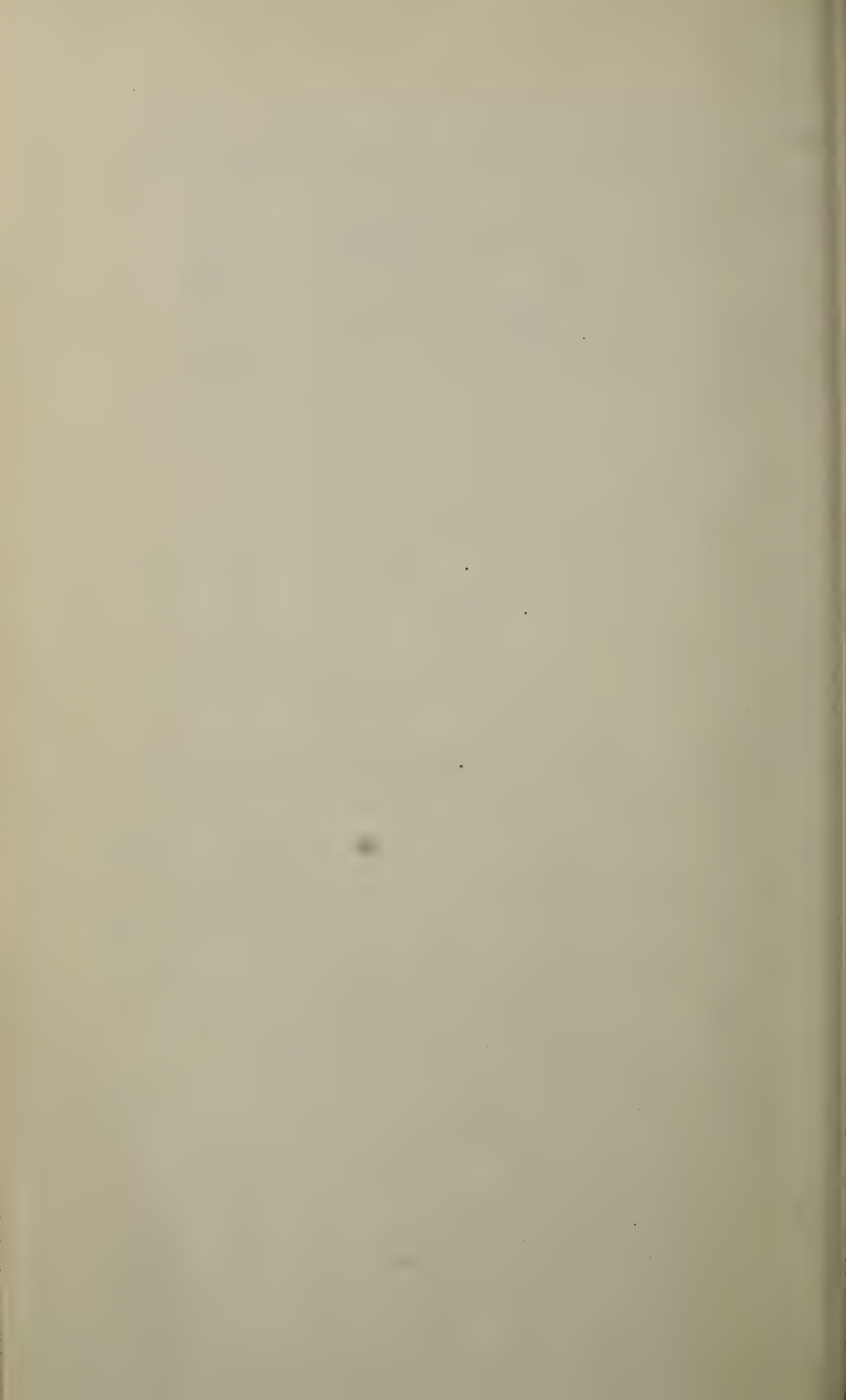
Incurred during the Thirty-fifth Fiscal Year, ending June 30, 1884, and during the Thirty-seventh Fiscal Year, ending June 30, 1886, chargeable against the Appropriation for the Restoration and Preservation of Fish within the waters of the State.

Appropriation to provide for the deficiency for the thirty-fifth fiscal year		\$19 65
Warrant No. 13160—To balance due on claims contained in vouchers on which warrant No. —, — fiscal year, was issued	\$19 65	
Appropriation to provide for the deficiency for the thirty-eighth fiscal year		869 20
Warrant No. 13161—To balance due on claims contained in vouchers on which warrant No. 6442, thirty-seventh fiscal year, was issued	39 10	
Warrant No. 13162—To R. H. Buckingham	82 00	
To A. B. Dibble	288 94	
To J. Shebley	86 66	
To W. C. Jones	80 00	
To J. H. Hartin	137 00	
Payroll	157 50	
	\$869 20	

DEFICIENCIES

Incurred during the Thirty-seventh Fiscal Year, ending June 30, 1886, chargeable against the Appropriation for Support and Maintenance of a State Salmon Hatchery.

Appropriation.....		\$895 47
Warrant No. 13165—To Dennis & Fitzwater, supplies for hatchery ...	\$47 60	
Warrant No. 13166—To Dennis & Fitzwater, supplies for hatchery ...	92 94	
To H. Schnittger, supplies for hatchery	9 55	
To Murcken & Knoch, supplies for hatchery ...	23 35	
To Florin Bros.....	20 46	
To S. P. Maslin, services as Assistant Secretary ..	60 00	
Payrolls, April, May, and June, 1886	450 00	
Warrant No. 13167—To Dennis & Fitzwater, supplies to hatchery	30 20	
To Murcken & Knoch, supplies to hatchery	11 37	
Payroll, April	150 00	
	\$895 47	



FIRST ANNUAL REPORT

OF THE

TRUSTEES OF MINERAL CABINET

FOR THE

YEAR ENDING JUNE 30, 1888.



SACRAMENTO:

STATE OFFICE, : : : J. D. YOUNG, SUPT. STATE PRINTING.
1888.



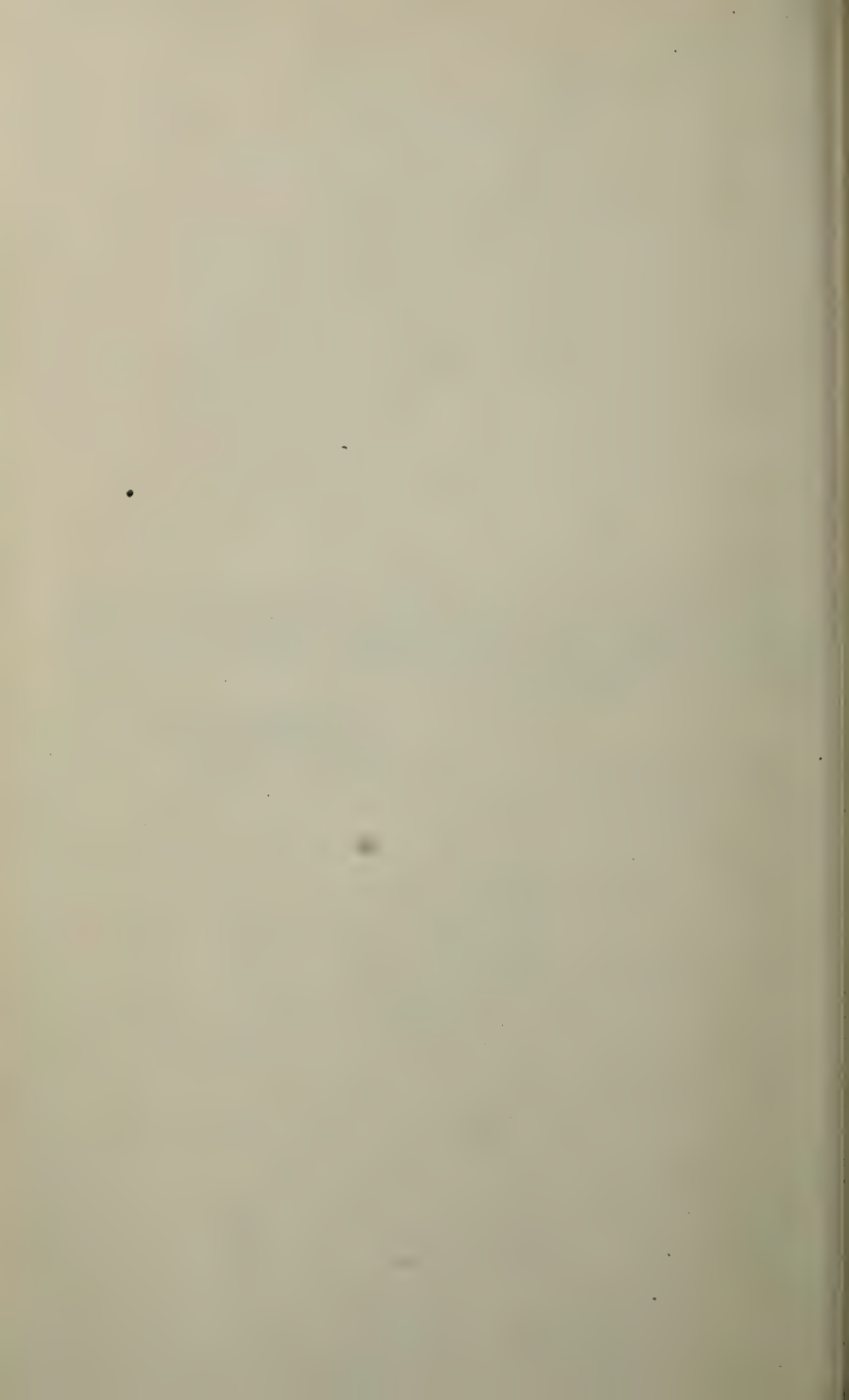
To the honorable R. W. WATERMAN, Governor:

SIR: The Trustees of the Mineral Cabinet, authorized by an Act of the Legislature entitled "An Act to provide for the removal of the mineral cabinet from the State Library," approved March 9, 1887, have the honor herewith to submit their first annual report.

Respectfully,

EUGENE J. GREGORY.
J. A. WOODSON.
GEO. PYBURN.

SACRAMENTO, June 30, 1888.



REPORT OF THE TRUSTEES OF THE MINERAL CABINET.

The Trustees received their respective commissions on the fifth day of April, 1887, and at once organized by electing Hon. Eugene J. Gregory, Chairman, and Dr. Geo. Pyburn, Secretary of the Board. On the fourteenth of April next, the Board met with the honorable Board of Trustees of the State Library, by appointment, to consult as to the transfer of the mineral cabinet. Thereupon, an order was passed by the State Library Trustees, instructing the Librarian to deliver the cabinet to the Trustees, on demand.

On the twenty-seventh of April next thereafter, the work of packing the minerals, prior to removal, was commenced; and, on the thirtieth of the same month, the entire contents of the cabinet had been removed to the E. B. Crocker Art Gallery, the location designated by "An Act to provide for the removal of the mineral cabinet from the State Library;" a copy of which is hereto appended.

Meanwhile, after due consultation with the Directors of the California Museum Association—which Association, jointly with the Mayor of Sacramento, is in charge of the E. B. Crocker Art Gallery—it was decided to place the cabinet in the lower story of the building, as being there most eligibly situated for public exhibition and inspection.

It was found, however, that the exigencies of the new location necessitated certain slight alterations in the cabinet, as found in the State Library. These alterations were carefully and skillfully made, under the direction and immediate supervision of this Board; and, on the sixth of August, 1887, the removal of the cabinet and its contents to its new location was accomplished, at an expense of three hundred and fifty-five (\$355) dollars, which sum the City of Sacramento advanced and paid to the contractors.

Just here, it is in place to observe, that the intention of the Legislature, in the Act providing for the removal of the mineral cabinet from the State Library—where, in a side room, with locked doors, it was almost inaccessible to visitors—to the E. B. Crocker Art Gallery, was evidently to make the property subservient to the public pleasure and instruction, by throwing it open for daily inspection. It is with this view of the intention and spirit of the Act that the Trustees have undertaken to execute their trust.

An examination of the minerals and ores in the cabinet, and of the only catalogue known to the State Librarian—viz.: a bundle of loosely fasciculated manuscript-lists of specimens—disclosed to the Trustees the fact that no reliance could be placed on the validity of the labeling attached to the specimens; nor was there any such order in their arrangement as would be intelligible to a public, consisting mostly of persons uninstructed in mineralogical science. It was decided, therefore—after consultation with Hon. Wm. Irelan, Jr., State Mineralogist, and Hon. S. Heydenfeldt, Jr., of the State Mining Bureau—to have all the specimens examined, named, and grouped under such a simple arrangement as would be intelligible to the public. The State Mineralogist very kindly consented to allow Dr. Schneider, his assistant, to perform this work, without other cost to the Trustees than his traveling and hotel expenses; and, immediately thereafter, Dr. Schneider examined, identified, and named the entire contents

of the cabinet—if we exclude the paleontological specimens. This work was accomplished in a highly satisfactory manner, at the merely nominal cost of fifty dollars (\$50), which sum the Directors of the California Museum Association advanced, in order to its immediate payment.

The Secretary of the Board, Dr. Pyburn, was now instructed to prepare from Dr. Schneider's notes, a complete catalogue of the contents of the cabinet, as received, and now held by the Trustees. This undertaking, necessarily involving much careful literary and partly scientific labor, has been brought to a satisfactory conclusion; and three hundred copies have been printed at the State Printing Office, and bound in cloth for the use of the visiting public. A copy of this catalogue will be found appended to this report.

In this manner only, it was considered, could the wise purpose of the Legislature be carried out. A collection of minerals, in the absence of a catalogue, is as often a source of vexation as of pleasure. Together, they render each other complete. And when it is considered that the E. B. Crocker Art Gallery is visited daily by citizens and strangers, in numbers aggregating several thousands in a year, it will be seen that when the collection has been put in proper condition for public inspection, it is likely to prove an added source of pleasure and instruction to thousands of citizens and visitors in the future.

Nothing now remains to be done, but the careful labeling of the specimens, and their orderly arrangement in the cabinet for public exhibition. This will be undertaken at once, and will be completed in as short a time as the nature of the work will admit. As, however, this is a procedure involving careful study of the natural relations of specimens to each other, and likewise of the greater or less fitness of this or that specimen for prominent exhibition; as, moreover, the work must be performed in the intervals of the professional and business occupations of the Trustees and Secretary, it will probably be near the end of the present year before it is fully completed.

In this connection, it may be explained that, besides such specimens as may conveniently be displayed in the glass-covered upper portion of the cabinet, there are numerous others, which are necessarily stored in the drawers below. To leave these latter loose and uncovered in the drawers, is to invite their disarrangement by handling, and, perhaps, their abstraction by such visitors as do not appreciate or regard the distinction between *meum* and *tuum*. It is proposed, therefore, to place covers of thick crown glass over such specimens in drawers. This arrangement, while permitting their inspection, will effectually prevent their being handled or abstracted. The cost of this improvement, together with that to be incurred in the purchase of locks for the upper cases, will probably not exceed \$150.

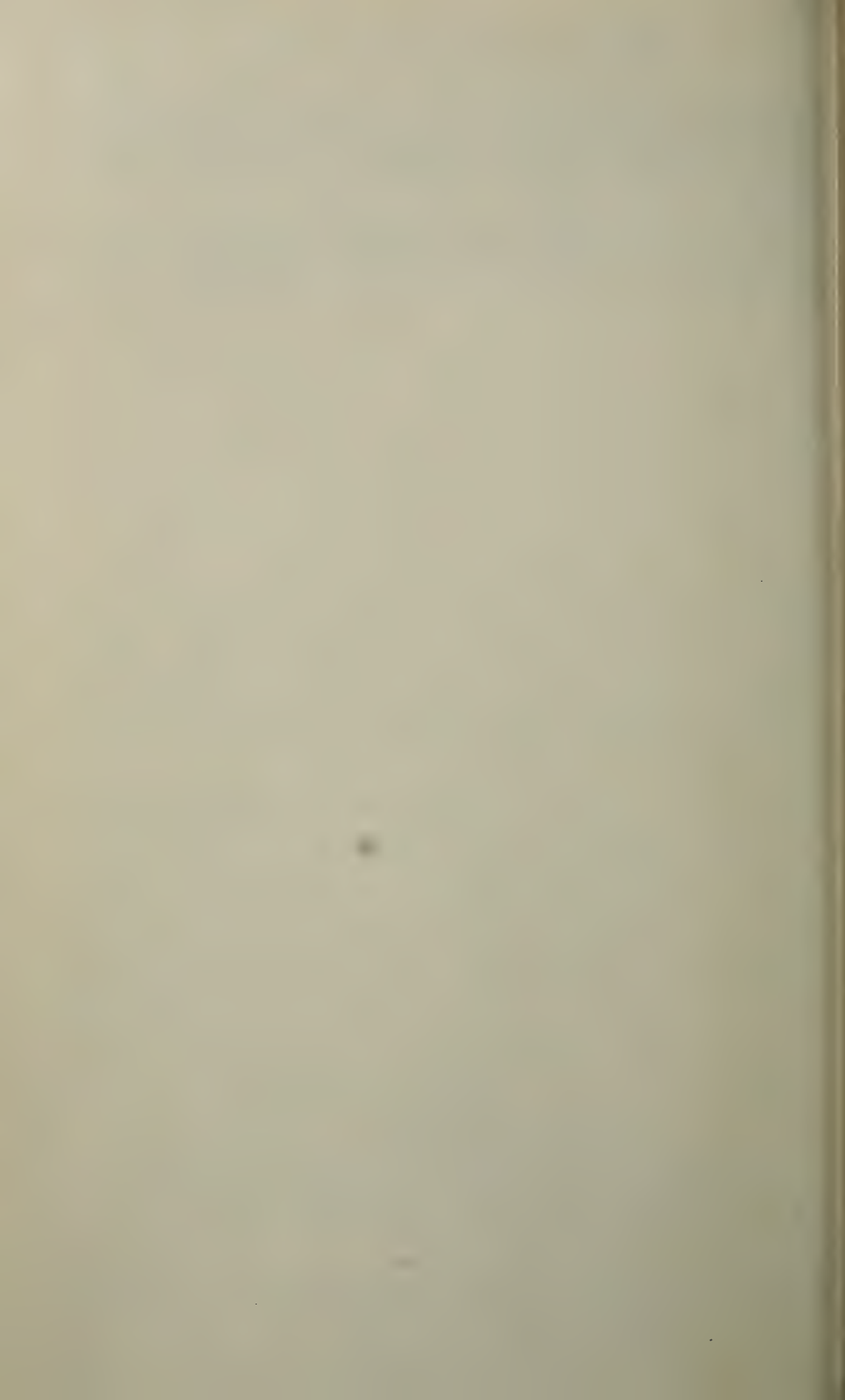
The Trustees have the honor, in connection with this report of progress, to submit the following recommendation, viz.: that a small appropriation of say \$350 be asked of the coming Legislature, to be expended according to the annexed schedule, viz.:

1. Expenses of mineralogist while in Sacramento to determine and name the minerals	\$50 00
2. Cost of preparing catalogue and carrying it through the press, and for labeling and arranging specimens	150 00
3. Probable cost of glass covers to drawers, and for locks to upper cases, etc...	150 00
Total	\$350 00

The item No. 2 in above schedule, is a very moderate compensation for the labors of the Secretary in getting out the catalogue, and including the

labor yet to be performed in the final arrangement and labeling of the minerals. If the Trustees had been required to engage outside professional assistance for these services, the cost would have been at least two or three times that above stated. Moreover, it is not at all times possible to meet with those possessing the requisite qualifications who are willing to attend to such work.

As will be seen by reference to the terms of the Act, no expense is incurred by the State, either for room rent or for care of the cabinet. Consequently, the outlay here sought is not only very moderate, but also entirely definite.



FOURTH ANNUAL REPORT

OF THE

BOARD OF DIRECTORS

OF THE

INDUSTRIAL HOME OF MECHANICAL TRADES

FOR THE

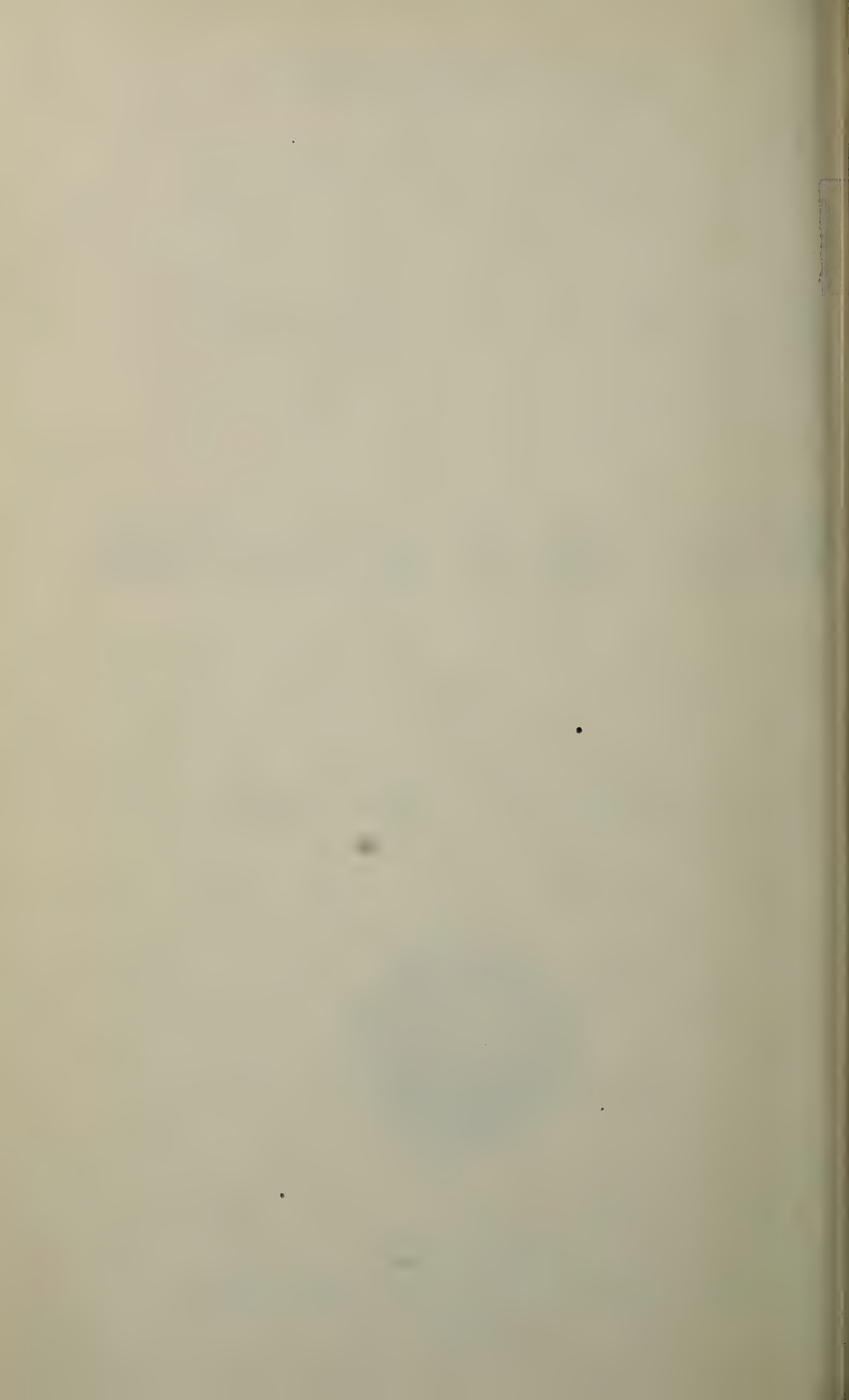
ADULT BLIND.



SACRAMENTO :

STATE OFFICE, : : : J. D. YOUNG, SUPT. STATE PRINTING.

1888.



REPORT.

To the honorable R. W. WATERMAN, Governor of California:

In pursuance of law, the Board of Directors of the Industrial Home of Mechanical Trades for the Adult Blind respectfully submits to you its fourth annual report of the management and condition of the Home.

During the year the members of the Board have remained the same, with the exception of Mr. Thomas Prather, the vacancy caused by whose resignation has been filled by the appointment of Mr. F. A. Leach.

The officers of the Home are as follows:

President of the Board of Directors, J. P. Irish.

Vice-President of the Board, Warren Olney.

Secretary and Treasurer, L. A. Redman.

Superintendent of the Home, Joseph Sanders.

Physician of the Home, Andrew Fine, M.D.

The salary of the Superintendent is \$2,100 per annum; of the Physician, \$600 per annum; and of the Secretary, \$500 per annum.

On the thirteenth of August last the Board accepted, with reluctance, the resignation of Mr. T. O. Crawford of the Superintendency of the Home. During the period covered by the control of the present Board, his successful management of the affairs of the Home merited and received the approval and support of the Board. Joseph Sanders, a blind man, who had served in the capacity of Instructor in the workshop since the establishment of the Home, was chosen as Mr. Crawford's successor. Such a selection is not without precedent; in the older States the blind have often been appointed to similar offices. The manifest and immediate objections to such selections seem to be compensated by many less evident and indirect advantages.

The employés of the Home and their rates of compensation are as follows:

Foreman of the workshop, per month.....	\$55 00
Clerk.....	40 00
Teacher in Female Department.....	25 00
Watchman and laborer	50 00
Gardener.....	30 00
Drayman.....	25 00
Janitor.....	35 00
First cook.....	35 00
Second cook.....	30 00
Chambermaid.....	25 00
Three waitresses, at \$20 per month each	60 00
Total.....	\$410 00

The following are the names of the inmates present at the Home during the year, December 1, 1887, to December 1, 1888:

NAMES.	Date of Admission.	Age When Admitted.	Former Residence.	Native of.	Cause of Blindness.
Fred. V. Anderson.	July 18, '87.	43	L. Angeles.	Denm'rk	Paralysis of optic nerve.
William Burgoa	May 7, '86.	50	San Fran.	Arg. Rep.	Supp'd atrophy of optic nerve.
H. G. Blankman	Nov. 12, '88.	73	San Fran.	Holland	Cataract.
Ray Bagnelle	Aug. 3, '88.	23	Fresno	Illinois	Ophthalmia.
Thomas Bean	Oct. 16, '85	60	Alameda	Scot'lnd	Cataract.
Bernard Carlin	July 12, '88.	57	San Fran.	Penn.	Unknown. Lost sight in 24 hrs.
George B. Carlin	Mar. 20, '88	22	San Fran.	Penn.	Cataract.
Gordon Campbell.	Sept. 22, '85.	64	Sacra'to	Scot'lnd	Inflammation from foreign sub.
John Chambers.	May 2, '87.	55	Siskiyou	Ky.	Inflammation.
James Croak	May 10, '86.	53	Grass Val.	Ireland	Accident in mines.
Cornelius Cronin	June 2, '86.	54	San José	Ireland	Supposed rheumatic iritis.
Patrick Donovan	May 18, '86.	37	S. Leandro	Ireland	Traumatism of right eye.
Moses Driscoll.	Aug. 16, '88.	62	San Fran.	Tenn.	Granu'd lids and bad treatment.
John O. Durham	June 1, '86.	16	Alameda	Cal.	Paralysis of optic nerve.
M. W. Ford	Mar. 26, '88.	41	Indepen'ce	N. Y.	Accident and cold.
John H. Gaffney	Jan. 9, '86.	32	Stockton	Cal.	Scarlet fever.
Antoine Good	Dec. 27, '87.	66	San Fran.	Dalm'ia	Opacity cornea.
James Gordon	Feb. 18, '87.	70	Alameda	Ky.	Unknown.
Thos. Henderson	Feb. 7, '87.	45	San Fran.	Scot'lnd	Hurt on the head.
Abram E. Hite	Aug. 31, '85.	55	Chico	Ohio	Struck in eyes with a whip.
Geo. W. Hughes	Oct. 29, '85.	43	Yountville	Ky.	Powder accident.
Jacob Kündert	May 10, '86.	51	San Fran.	Switz'd	Inflammation.
Charles Lerch	June 27, '86.	27	Lake Co.	Cal.	Inflammation.
Joseph Maduro	June 11, '86.	18	Berkeley	Cal.	Caught cold in eyes.
Clement P. Martin	Mar. 22, '88.	26	Vallejo	N. Y.	Ulceration cornea.
Ernest Martin	Nov. 10, '88.	26	San Fran.	Verm't.	Scarlet fever.
Joseph Miller*			Sacra'to	Canada	Born blind.
Peter Miller	Feb. 1, '86.	44	S. Buena	Iowa	Unknown. Born blind.
John T. Moore	Aug. 27, '85.	29	San Fran.	Cal.	Injury at play when a boy.
Bryan T. Nelson	Mar. 12, '88.	48	Sacra'to	N. Y.	Exposure, and heavy lifting.
Felix O'Neil	Mar. 4, '86.	40	Sacra'to	Ireland	Injury to eye.
Henry Parker	May 2, '87.	54	Sis'you Co.	S. Isl'nds	Exposure, and bad treatment.
Edward Porter	Sept. 22, '85.	28	Placer Co.	Cal.	Lifting heavy weights.
Thomas Powers	Oct. 19, '85.	40	San Fran.	Ireland	Powder accident.
Lawrence Riley	May 14, '86.	38	San Fran.	N. Y.	Unknown.
John Sexton	Aug. 27, '85.	42	San Fran.	Ireland	Brain fever.
Cornelius Shea	Oct. 31, '85.	50	San Fran.	Ireland	Fever.
Ed. F. Smith	Sept. 7, '85.	61	Oakland	N. C.	Glaucoma.
William A. Staggs	Nov. 1, '88	23	Napa	Cal.	
M. N. Stanovich	Nov. 10, '85.	44	San Fran.	Austria	Neuralgia.
Jacob Storck	Dec. 19, '85.	33	Butte Co.	Germ'y	
Richd. Sublett	May 12, '87.	35	San Fran.	Cal.	Affliction of the optic nerve.
Vincent Swotellis.	Dec. 27, '87.	51	San José	Russia	Unknown.
Patrick Tighe	Oct. 29, '85.	39	San Fran.	Ireland	Accident while working in iron.
Daniel Weider	Aug. 28, '85.	20	Oakland	Iowa	Congenital cataract.
William P. Wilson	Nov. 1, '88	64	San Fran.	Sweden	
Maggie Aiken	Oct., '87.	29	Benicia	Mich.	Unknown.
Anna M. Brissell	Mar. 30, '88.	38	Sacra'to	N. Y.	Result of cold.
Kate Clement	Sept. 22, '87.	23	San Fran.	Cal.	Thro' sickness when 5 days old.
Mary Flynn	Oct. 25, '87	25	San Fran.	Quebec	Cataract.
Thomas Henery†.	Oct. 12, '85.	49	San Fran.	Ireland	Accident in a well.
Michael Rielley†.	Apr. 15, '85.	47	San Fran.	Ireland	Unknown.
Thomas F. Hoff†	May 10, '86.	21	San Fran.	Cal.	Dropsy.
Chas. W. Thomas†	Oct. 17, '85.	26	San Fran.	Gr. Brit.	Injury to eye by stone.
Geo. E. Dudley*	Nov. 20, '86.	34	Roseville	Cal.	Traumatism.
H. V. Hull§	June 30, '86.	19	Stockton	Iowa	Traumatism.
James Kerley†.	Feb. 5, '86.	30	Modoc Co.	Illinois.	Unknown.
M. T. O'Brien†	Mar. 6, '87.	40	San Fran.	Mass.	Granulations of lids.
David Foreman†.	Aug. 5, '87.	61	San Fran.	Ohio	Neuralgia.

INMATES—Continued.

NAMES.	Date of Admission.	Age When Admitted.	Former Residence.	Native of.	Cause of Blindness.
H. L. Smith §	June 30, '86	32	Yreka	Maine	Paralysis of optic nerve.
L. H. Andrews §	June 20, '87	30	Woodland	Cal.	Mechanical injury.
Louise A. Haney	Nov., '87	29	Placer Co.	Mich.	Spinal meningitis.
Lizzie Hannah	Sept. 7, '87	42	San Fran.	Gr. Brit.	An operation.
Emma L. Mast	Sept. 22, '87	24	San Fran.	Cal.	Unknown.
Geo. W. Calvert §	Aug. 5, '88	20	San Fran.	Cal.	Unknown.

* Not regularly admitted.

† Left the Home. ‡ Died at the Home. § On leave of absence.

Broom making continues to be the chief industry of the Home, and, in all probability, will remain so. It is the blind man's trade. In the female department the inmates divide their time between the making of whisk and toy brooms, and cane-seating chairs. This department can complain of no want of patronage from the public. Recently some of the inmates have been put at hairpicking, with success; and, hereafter, knitting by machinery and other work may be undertaken. But it is a mistake to suppose that the prosperity of the Home will be measured by the diversity of the work performed; adaptability to the most fit occupation is the requirement.

The following is the summary of the expenses of the Home for the year:

DATE.	Provisions.	Furniture.	Salaries and Wages.	Inmates' Wages.	Raw Material.	Building and Improvements.
December, 1887.	\$981 46	\$49 15	\$826 00	\$201 77	\$1,225 44	\$910 90
January, 1888.	552 17	66 86	780 00	172 69	2,401 38	117 77
February, 1888.	683 44	15 20	786 65	344 17	20 22	72 91
March, 1888.	789 73	44 98	764 65	369 45	40 55	173 96
April, 1888.	647 85	45 10	771 25	408 47	309 65	-----
May, 1888.	771 11	201 00	803 00	424 00	451 50	88 75
June, 1888.	681 10	38 30	779 15	230 44	332 48	212 49
July, 1888.	649 45	55 00	759 70	183 56	213 35	50 47
August, 1888.	576 66	5 00	727 65	238 83	12 50	24 53
September, 1888.	703 52	63 70	696 35	287 91	130 45	-----
October, 1888.	932 92	31 40	683 45	285 25	166 82	26 00
November, 1888.	767 32	17 70	676 65	225 56	252 04	36 99
Totals	\$8,736 73	\$628 39	\$9,054 50	\$3,372 10	\$5,456 48	\$1,714 77

DATE.	Shop Expenses.	Insurance.	Medicine.	Machinery.	Miscellaneous.	Total.
December, 1887.	\$58 50	\$22 00	\$144 55	-----	\$52 90	\$4,472 67
January, 1888.	22 80	-----	2 50	\$52 65	32 15	4,200 97
February, 1888.	25 55	48 00	4 54	-----	118 60	2,119 38
March, 1888.	39 40	-----	15 50	46 32	147 98	2,432 52
April, 1888.	62 30	-----	8 35	-----	24 95	2,277 92
May, 1888.	25 55	45 00	106 45	-----	46 01	2,952 37
June, 1888.	26 05	90 00	7 40	-----	127 05	2,419 46
July, 1888.	39 75	-----	5 75	-----	33 85	1,990 88
August, 1888.	22 90	-----	-----	-----	87 65	1,695 72
September, 1888.	32 55	-----	84 65	-----	61 60	2,060 73
October, 1888.	33 75	45 00	-----	-----	144 95	2,349 54
November, 1888.	29 80	-----	-----	-----	263 50	2,269 56
Totals	\$418 90	\$250 00	\$379 69	\$98 97	\$1,141 19	\$31,251 72

Following are the monthly returns from the sale of manufactured goods during the year:

December, 1887	\$1,287 30
January, 1888	502 25
February, 1888	767 65
March, 1888	592 85
April, 1888	787 65
May, 1888	1,383 30
June, 1888	1,254 35
July, 1888	1,249 45
August, 1888	634 75
September, 1888	874 45
October, 1888	965 50
November, 1888	1,001 95
Total	<u>\$11,301 45</u>
Total in fund	<u>\$17,259 10</u>

This money, in accordance with law, has been sent to the State Treasury, where it now remains. The fund into which it is placed is designated as "The Fund of the Industrial Home for the Adult Blind—unavailable." The total amount of money in this fund is \$17,259 10.

As above given, the amount drawn from the "Subsistence Fund" of the Home during the year was \$31,251 72. In order to arrive at the actual cost of maintaining the Home during this time, there should be added to this sum the following amounts:

Raw material on hand December 1, 1887	\$3,661 87
Manufactured stock on hand December 1, 1887	2,473 57
Bills receivable December 1, 1887	1,381 56
	<u>\$7,517 00</u>
Making	<u>\$38,768 72</u>

From which total sum there should be deducted the following amounts:

Amount returned to State Treasury	\$11,301 45
Raw material on hand December 1, 1888	1,530 60
Manufactured stock on hand December 1, 1888	1,337 15
Bills receivable December 1, 1888	1,796 90
	<u>\$15,966 10</u>
Making	<u>\$22,802 62</u>

Which is the actual cost of maintaining the Home for the year, including expenditures for permanent improvements, furniture, and machinery.

The last Legislature appropriated the sum \$28,500 to be expended in the purchase of a suitable site for the location of the Home. The Home at that time was leasing, with the option of purchase, the property in Oakland Township, corner of Thirty-sixth Street and Telegraph Avenue, commonly known as the "Reagan Place." The Board decided to accept the option given on this property. The lot of land comprises something over six acres, is well improved, and is situated in a convenient and desirable locality. The property was purchased with the total amount appropriated, subject to a mortgage of \$534 05. This mortgage is bearing interest at the rate of 7½ per cent per annum, and has been running since April 8, 1888. Had the

sum appropriated been immediately available, there would now be no lien on the property, and, moreover, an additional acre of desired land could have been purchased. But, although the appropriation was made in March, 1887, there was no money in the fund created until a year later, and the loss by discounts and interest was over \$1,300.

There was also appropriated by the Legislature the sum of \$10,000 for the purpose of constructing a dormitory for the inmates of the Home. The Board had erected a large three-story frame building, which was completed and ready for the reception of inmates at the beginning of the present year. The total cost of the building was \$10,156 75. There are still due the architects of the building, Goodrich & Newlon, \$126 75, and the Sacramento Publishing Company, \$30. Certain necessary alterations and additions which it was impossible for the Board to foresee, brought up the cost of the building somewhat above the original estimates. Though there is at present the sum of \$4,483 90 in the "Subsistence Fund" of the Home, yet the above claims are not properly chargeable against it; they can be met only by an appropriation of the Legislature.

The Home is now in the fourth year of its existence, and it is beginning to assume the character of a substantial and successful enterprise. It is well known throughout the State, and for its wares finds ready and constant sale. Occasional complaints, which were at first brought in, concerning the workmanship of the brooms of the Home, have now almost entirely ceased; and as to the work of the cane-seating department, we challenge comparison. So that the patronage which is now extended by the public is prompted no more by sympathy than by the ordinary motives in business dealings. Should the Home continue to successfully advance along the path now opened before it, its progress will, in a short time, confirm and justify the most sanguine predictions of its friends and supporters.

To the possible criticism that the cost of maintaining the institution is still apparently high, the defense and explanation is that during the past two years its operations have been hampered and its development thwarted by a peculiar regulation, by which it has been excluded from the use and benefit of all its earnings. While the cost of its raw material must be drawn from the sum allowed for its support, its returns from the sales of this material wrought into manufactured goods are placed beyond its reach. Thus a discount has been placed on industriousness and the incentive to accumulation removed. It has become a familiar saying about the Home, that "the more we make, the less we have." Moreover, the loss of the large sum of money of which this restriction has deprived the Home, has shut out many applicants for admission and greatly increased the per capita expense of maintaining inmates. Under a different arrangement another dormitory could have been built and double the present number of inmates cared for. It is hoped and expected that the Legislature will remove this unreasonable restriction, and that the Home may hereafter be permitted to receive and enjoy the fruits of its labor. To this end it is suggested that the sum of money in the "Fund of the Industrial Home for Adult Blind, Unavailable," be appropriated to the use of the Home; (this appropriation can be so made as to enable the Board to meet the claims above referred to against the exhausted special funds of the Home, thus removing the necessity for special appropriations;) and that the clause, "or

from the accumulations from the industries of the Home," be restored to the third section of the second article of the Act governing the Home.

The entire capacity of the Home is now taken up; an appropriation for building purposes is urgently needed. The female apartments can be conveniently enlarged by devoting the building now used partly by the Superintendent and partly by the blind women, to the exclusive use of the latter, and erecting a Superintendent's cottage. But for the men there should be constructed another large dormitory, one sufficiently ample to accommodate fifty additional inmates. The workshop and dining room will likewise have to be enlarged.

An appropriation of \$15,000, either by special Act or by adding this sum to the amount appropriated for support, should be made to meet these requirements.

We recommend also that the salary of the Physician of the Home be put at \$100 per month, in view of the legal requirement that at the minimum his visits shall be once daily, and of the fact that the needs of the inmates require even more frequent attendance.

The Home is a manufacturing establishment, and its controlling statutes should, as far as consistent with the safety of a public trust, give its management the flexibility which is necessary in the successful prosecution of business of that kind. The Home proves to be an inestimable blessing to many homeless and helpless blind, has reinspired them with hope, and promised them the means of partial independence, and it should be cherished by the State as one of the most beneficent of its institutions.

JOHN P. IRISH,
President Board of Director

Subscribed and sworn to before me, this twenty-second day of 1
cember, 1888.

[SEAL.]

CHAS. D. WHEAT,
Notary Public,

In and for the City and County of San Francisco, State of California.

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